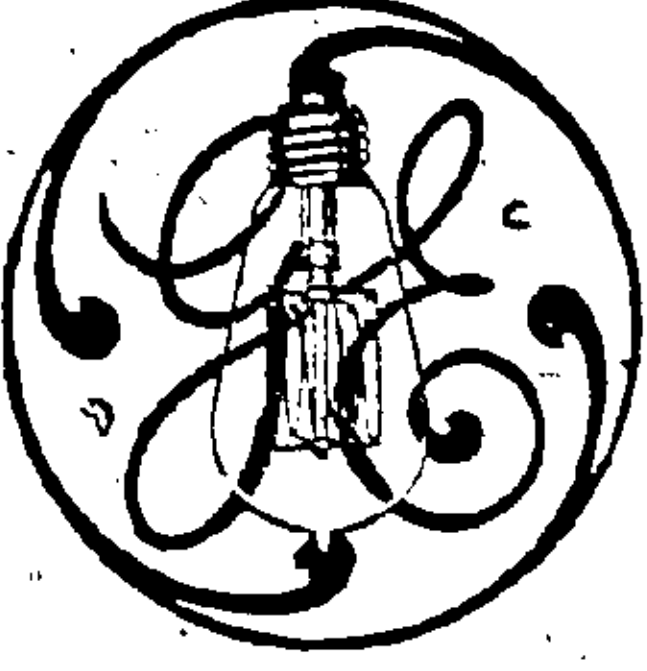


G-E EDISON LAMPS



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The Hongkong Telegraph

(ESTABLISHED 1881)

FINAL EDITION.

69065 三拜禮 號登十月式英港香 WEDNESDAY, FEBRUARY 11, 1920. 日式廿月十

SINGLE COPY: 10 CTS.
\$36 PER ANNUM.
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JOCKEY CLUB RACES.

COLD, DAMP WEATHER MARS OPENING DAY.

SENSATIONAL WIN IN FIRST RACE.

Hongkong's big event The Races—commenced at Happy Valley this morning, to which all roads led. Whilst in many directions the prospects for the meeting were even brighter, than those of last year there was only one particular which could be cited as a drawback, and it only needed a little reasonable consideration on the part of the Clerk of the Weather to give Hongkong a memorable series of race days. Races here are something like Christmas the world over insofar as they come but once a year and it is but natural that Hongkong should give itself over to pleasure for the period.

The training season that precedes the actual meeting is always followed with keen interest, but no year has witnessed a greater display of curiosity than this, for the enclosure at Happy Valley has, on "gallop" mornings, presented an animated appearance. And this is easily to be explained by the fact that a record number of ponies are racing this year. In addition to the ordinary Subscription, Griffins, Derby, and Old Ponies, there is the "Larsen" class which swells the total figure to 137. As against last year this compares with 119 and with only 107 for the year 1918. Entries are, in consequence, abnormally large, the fees received this year being over \$4,000 in excess of those of last year, when there were 1,020 as against only 940 for the year 1918. Whilst the number of old ponies is a little short on previous years, there are 31 Derby entrants, as compared with 21 last year, and 27 in 1918. The actual number of individual entries in all the races for the first three days is 1,134. When the post entries for the Champion Stakes and the entries for the fourth day are received the figure will be brought up to something approaching 1,500 easily a record.

Interesting comparisons can also be made as regards the stables. This year there are 49 stables as compared with 43 last year and 38 in 1918—evidence, if it were further needed, to prove how growingly popular racing is becoming here. Sir Paul Chater heads the list with 16 ponies in his stable and he is closely followed by Mr. John Peel, who has a string of 15. These two stand far and away the biggest owners, the next highest number being six ponies, a number owned by Mr. Dynast, Mr. G. H. Potts and Mr. Soares. Messrs. Dowbiggin and Sandes, Sir Ellis Kadoorie, and Mr. Staves follow with five ponies each, and Mr. Dryadust and Mr. G. C. Moxon have four each. The late Mr. B. D. Kapteyn had entered four, but these were sold to other owners after his death. Several new colours were seen on the course for the first time, and interest was heightened in consequence.

There is very little change in the actual programme this year as regards the principal events. An innovation has been made by holding the four days' racing consecutive, instead of three days at the beginning of the week and "Off Day" on Saturday. An extra race has been added each day to cater especially for the "Larsen" Griffins, because they are in a class by themselves owing to their having arrived as far back as August and having competed at Gymkhanas. Considerable pleasure has been expressed at the fact that His Excellency the Governor has become an active supporter of the meeting, by the presentation of a

Cup, for which 32 entries have been received.

With regard to actual details, there is not a lot more that can be said. At one time it was feared that there would be a shortage of jockeys, but that, happily, has not proved to be the case. Six riders have come down from Shanghai and these, with local riders, have made it possible to put large fields out.

The appearance of the grandstands and enclosure was as gay as ever, there being the usual profusion of flags and flowers.

Unfortunately the morning opened wet, with a cold wind blowing, but as the time drew on for the first race, the rain diminished, although the weather remained dull and cold. The attendance was affected a little in consequence. The nature of the course, which had been counted on as being in fine condition, was naturally affected by the rain. Whilst it could not be called bad, it had softened enough to be likely to upset calculations.

The police arrangements were in the hands of Inspectors (Garrard, Brazil, and Kent, and over 100 men were out on special duty on the course and roads leading to it. A motor fire engine was in attendance under Station Officer Lane, who had a staff under him.

(Garrison Sergeant Major Westlake and all the N.C.O.s of the Garrison were assisting in the general arrangements.) Messrs. Lowe, Bingham, and Matthews were again in charge of the betting booths. Mr. C. Rumpkin being in charge of the Chinese staff. In the Cash Sweeps, a commission of 15 per cent. was retained and all unpaid starter tickets were paid out \$25. For the Derby and Champion races this figure will be \$100. In the pari-mutuel a ten per cent. commission was deducted.

The Band of the Wiltshire Regiment under Bandmaster J. W. Eason was in attendance, the following programme having been arranged:

MORNING.
 March, The Contemplative, Stanley.
 Overture, Comedy, Bala.
 Selection, The Mikado, Sullivan.
 Dances, From Robin Hood, 1, 2 and 3, Bunning.
 Song, Bureuse de Joycelyn, Godard.
 Waltz, The Fairest in the Land, Ancliffe.
 Selection, Arlette, Novello.
 Dances, From Henry VIII, German.
 Selection, The Ring Boys on Broadway, Ayer.
 Moreau, Salut d'Amour, Elgar.

AFTERNOON.
 March, On the Quarter Deck, Alford.
 Selection, Patience, Sullivan.
 Waltz, a Thousand Kisses, Joyce.
 Intermezzo, Aisha, Lindsay.
 Selection, Tails up, Braham.
 Selection, Petit Bolero, Ravina.
 Foxtrot, Top Hole, Hickey.
 Polonaise, Masken, Faust.
 Selection, Joyland, Darowski.
 Two Step, A Restless Night, Johnson.

Soares was the first jockey to weigh in, riding Surprise. The first field was a big one no fewer than 15 facing the starter. The race was a little late in being got off. It was really an easy win for Ludlow (Doyle), for after he had got clear of the bunch he was never challenged.

The first race was noteworthy because of the sensational win of Ludlow. Only three tickets were purchased on it for a win

and 24 for places. Hence big dividends were paid. The second race was exceptionally well ridden by Bremner, who snatched a victory at the last moment, after being out of the race all round.

The following were the officials:—

Patron.—His Excellency, Sir R. E. Stubbs, K.C.M.G.
 Honorary Stewards.—H. E. Vice-Admiral Sir A. L. Duff, K.C.B.; H. E. Major General F. Ventris, C.B., and Commodore V. G. Turner, R.N.

Stewards.—The Hon. Sir Paul Chater, C.M.G., H.H. Sir William Rees Davies, K.C., Mr. H. J. Geddes, Mr. T. F. Hough, Mr. Henry Humphreys, the Hon. Mr. J. Johnstone, Lieut-Col. Loring, R.A., C.M.G., D.S.O.; Mr. G. C. Moxon, Mr. D. M. Ross, and Mr. N. J. Stabb, O.B.E.

Stewards in charge of the scales.—Messrs. Henry Humphreys, G. C. Moxon and N. J. Stabb, O.B.E.

Handicapper.—Mr. D. M. Ross.
 Judge.—Mr. F. B. Marshall.
 Assistant Judge.—Mr. D. E. Clark.

Starter.—Mr. H. J. Geddes.
 Second Starter.—Mr. J. H. Condon.

Time-keeper.—Mr. M. S. Sassoon.

Secretaries and Treasurers.—Messrs. Linstead and Davis.
 Clerk of the Course.—Mr. T. F. Hough.

Appended are the detailed results:—

1.—THE WONG-NEI-CHONG STAKES.—Winner \$600. Second \$200. Third \$100. For China Ponies, Horse Bazaar Subscription Griffins of any Season non winners. Weight for inches as per scale. (Jockey allowance). Entrance \$5. Half a Mile.

Mr. Ritchfield's Ludlow, 150, (Mr. Doyle) 1.
 Mr. Adams' Moonshine, 147, (Mr. Adams) 2.

Messrs. C.G.M. and G.H.W.'s Uncle, 155, (Mr. Bremner) 3.

Also ran:—Mr. Twomey's Surprise (Mr. Soares); Mr. Walecorn's Tredegar (Mr. Sutton); Mr. G. C. Moxon's Honour (Mr. Crokham); Mr. John Peel's Buck Up (Mr. Bell Irving); Mr. Allsures' Tam, (Mr. Grimstone); Messrs. G. and G.'s Trumpet (Mr. Hill); Mr. Law Merchant's El Dorado (Mr. Dalgarno); Capt. Henderson and Mr. Dyer's Hawks (Mr. Kirkpatrick); Mr. Belliards' Cannon (Mr. Reid); Mr. John Peel's Excelsior (Mr. Johnstone); Sir Paul's Claymore Dahlia (Mr. Vidal); Mr. C. H. P. Hay's Othello (Mr. Way).

Won by three lengths, length and a half between second and third. Time:—1 min. 00.15 secs.

At the first time of asking the fifteen starters were sent off. Sutton on Tredegar being badly left at the post and taking no part in the race. Major Kirkpatrick on Hawks got away from the start with Moonshine in close attendance, but Ludlow quickly displaced the leader and was never really challenged, winning very easily. Adams on Moonshine, rode a fine race in the straight to displace Bremner on Uncle by a length and a half for second.

Crokham, on Honour, was placed fourth. Johnstone, on Excelsior, pulled up in the straight, while Vidal, on Claymore Dahlia, was also out of the picture.

Pari Mutuel:—

Winner: \$522.00; Places: \$31.20; \$319.50; \$162.20.

Cash Sweep:—

Ticket No. 220 1st. \$502
 " 22 2nd. \$172
 " 235 3rd. \$ 86

\$25 Tickets and Commission... \$505

Total... \$1,365

\$25 tickets:—Nos. 160, 206, 60, 92, 268, 178, 234, 208, 253, 29, 122, 126.

2.—THE MAIDEN STAKES.—Winner \$600. Second \$200. Third \$100. For China Ponies bona fide Griffins on date of entry. Weight for inches as per scale. Subscription Griffins of both Classes of this Season 1919-1920 allowed 7 lb. Entrance \$10. Three quarters of a Mile.

Messrs. C. G. M. and G. H. W.'s Charles, 152, (Mr. Bremner) 1.

Messrs. Gay Bird's Sandmartin, 151, (Mr. Hill) 2.

Mr. Soares' Spoilt Child, 155, (Mr. Dalgarno) 3.

Also ran:—Mr. John Peel's High Tide (Mr. Johnstone); Sir Paul's Sovereign Dahlia (Mr. Vidal); Messrs. Dowbiggin and Sandes' Talisman (Mr. Seth); Mr. Dynast's King Alfred (Mr. Reid); Mr. Dryadust's Wilkins Micawber (Mr. Crokham); Mr. T. F. Hough's Cadzow's Glen (Mr. Doyle); Mr. Soares' Naughty Child (Mr. Soares).

Won by a neck, half a length between second and third. Time:—1 min. 35.15.

A very fine finish was witnessed in the "Maidens", which went to a Shanghai Stable, Mr. C.G.S. Mackie and Mr. G. H. Wright's Charles being piloted home in beautiful fashion in the home straight. Johnstone's High Tide was favourite, but refused in the straight when asked for a final effort.

Sovereign Dahlia got away after a false start with Sandmartin in close attendance. Down the back straight, the ponies were well bunched and coming home it was seen there was to be a fine finish. Sandmartin, Hill riding, came in on the rails, closely followed by Sovereign Dahlia and High Tide, the latter of whom was early under the whip. Both failed to respond to their jockeys and Bremner, riding a lovely race on the outside on Charles, came out strongly to win a splendid finish by a neck from Hill on Sandmartin on the rails.

Dalgarno, on Spoilt Child, easily defeated Sovereign Dahlia and High Tide for a place.

Winner: \$24.40; Places: \$9.50; \$9.30; \$9.20.

Cash Sweep:—

Ticket No. 20 1st. \$892
 " 331 2nd. \$255
 " 234 3rd. \$127

\$25 Tickets and Commission... \$1,710

\$25 tickets:—Nos. 29, 56, 127, 108, 121, 340, 267.

3.—THE VICTORIA STAKES.—Winner \$600. Second \$200. Third \$100. For China Ponies. Weight for inches as per scale. Bona fide Griffins on date of entry allowed 5 lb. Subscription Griffins of both Classes of this Season 1919-1920 allowed 10 lb. Entrance \$10. One Mile.

Mr. G. H. Potts' Mighty King, 153, (Mr. Hill) 1.

Mr. John Peel's Sandy, 152, (Mr. Johnstone) 2.

Mr. Soares' Spotted Sand, 155, (Mr. Dalgarno) 3.

Also ran:—Mr. Fash's Lancaster (Mr. Bell Irving); Sir Paul's Eclipse Dahlia (Mr. Vidal); Mr. Horsford's Malcolm (Mr. Bremner); Sir Paul's Purity Dahlia (Mr. Crokham).

Won by two lengths, half a length between second and third. Time:—2 min. 09.23 secs.

There was only a small field for this race and the finish was far from exciting. Hill, on Mighty King, won with the greatest ease from Sand, while Dalgarno got his second third-place on Spotted Sand. At the start, Purity Dahlia went away with the King pony, Lancaster being well up, while Johnstone and Vidal were behind. Up the back straight Spotted Sand went into second place with Lancaster and Mighty King. Vidal and Johnstone still sticking together. Lancaster then tailed off and in the home straight Hill, on Mighty King, pushed through to win easily from Sandy, while Spotted Sand finished in third place. Hill was never in serious danger from Sandy and the race was a slow one. Vidal again was out of the picture and the result justified the prophets in classing Mr. G. H. Potts as a hot favourite, Sir Paul's ponies failing again.

Pari Mutuel:—

Winner: \$6.20; Places: \$5.60; \$7.20; \$7.80.

Cash Sweep:—

Ticket No. 194 1st. \$1,033
 " 296 2nd. 295
 " 67 3rd. 147

\$25 Tickets and Commission... \$380

Total... \$1,855

\$25 tickets:—Nos. 312, 274, 341, 289.

4.—THE VALLEY STAKES.—Winner \$600. Second \$200. Third \$100. For China Ponies, Horse

Bazaar Subscription Griffins of this Season 1919-1920. Weight for inches as per scale. Entrance \$10. Three quarters of a Mile.

Mr. C.H.P. Hays' Brutus, 155, (Mr. Hill) 1.

Mr. Henry Humphreys' Wee Mouse, 152, (Mr. Johnstone) 2.

Mr. G.C. Moxon's Louza, 153, (Mr. Crokham) 3.

Also ran:—Mr. Fisherman's Kipper (Mr. Seth); Mr. Four of a Kind's Murphy (Mr. Dalgarno); Mr. Four of a Kind's Willie (Mr. Sutton); Mr. Jay Peel's Orion (Mr. Kirkpatrick); Mr. John Peel's Buzz Off (Mr. Bell Irving); and Mr. Saints' St. Chad (Mr. Way).

Won by three lengths, two lengths between second and third. Time:—1 min. 35.45 secs.

There were only three ponies in the picture throughout—Brutus Wee Mouse and Louza. El Dorado attempted to keep up with the leaders, but in the home straight was compelled to fall back into the rut. At the final call, Hill, on Brutus, secured another easy win from Johnstone on Wee Mouse, while the celebrated Louza was well behind on the outside in third place. None of the other ponies finished near the leaders.

Pari Mutuel:—

Winner: \$15.10; Places: \$5.50; \$5.60; \$5.80.

Cash Sweep:—

Ticket No. 371 1st. \$1,040
 " 68 2nd. \$ 297
 " 360 3rd. \$ 148

\$25 Tickets and Commission... \$470

Total... \$1,955.00

\$25 tickets:—Nos. 333, 242, 110, 216, 83, 4, 92.

5.—THE CHALLENGE CUP.—Value One hundred Guineas. For China Ponies. Weight for inches as per scale. To be won two years consecutively by a Pony or Ponies the bona fide property of the same owner or owners. Winner to receive \$750 and 70 per cent. Second \$300 and 20 per cent. Third \$150 and 10 per cent. of the Entrance Fees until the Cup is finally won when the Second Pony will receive 75 per cent. and the Third Pony 25 per cent. of the Entrance Fees in addition to the place money. Entrance \$10. One Mile and three quarters.

Mr. G.H. Potts' Mountain King, 155, (Mr. Hill) 1.

Mr. John Peel's Clinton, 153, (Mr. Johnstone) 2.

Mr. Logor's Red Robe, 152, (Mr. Bremner) 3.

Also ran:—Mr. Goahead's Scotchbox (Mr. Kirkpatrick); Mr. T. F. Hough's Runaway Light (Mr. Dalgarno); Mr. G. C. Moxon's Kalamazoo (Mr. Crokham); Mr. D. M. Ross's Pink Eye (Mr. Sutton).

Won by a length and a half, half a length between second and third. Time:—3 min 57 secs.

At the outset, Pink Eye and Kalamazoo went ahead of the bunch, but the pace was slow. These two ponies held the lead all the way round for the first time, Mountain King keeping well in the rear. Passing the Judge's box for the first time, Pink Eye and Kalamazoo were still in front, with Clinton third, Red Robe fourth and the others close up. This order was maintained until the village bend was reached, when Mountain King came up and took first place, with Red Robe a close second. A hard race ensued into the straight, out of which Mountain King won rather comfortably by a length and a half, Johnstone bringing up Clinton into second berth, with Red Robe third. Pink Eye and Kalamazoo were well in the rear at the finish.

Pari Mutuel:—

Winner: \$6.50; Places: \$5.80; \$6.90; \$7.10.

Cash Sweep:—

Ticket No. 237 1st. \$1,560.00
 " 93 2nd. \$ 445.00
 " 4 3rd. \$ 222.00

\$25 Tickets and Commission... \$513.00

Total... \$2,740.00

\$25 tickets:—Nos. 97, 537, 512, 464.

6.—THE TRIAL PLATE.—Winner \$600. Second \$200. Third \$100. For China Ponies, bona fide Griffins on date of entry. Weight for inches as per scale. Subscription Griffins of both Classes of this Season 1919-1920 allowed 7 lb. Winner of the Maiden Stakes

7 lb. extra. (Jockey allowance). Entrance \$10. Allowances accumulative. From the Two Mile Post Once Round and in.

Mr. G. H. Potts' Allied King, 155, (Mr. Hill) 1.

Mr. John Peel's Plain John, 158, (Mr. Johnstone) 2.

Sir Ellis Kadoorie's Hongkong Chief, 161, (Mr. Bremner) 3.

Also ran:—Mr. G. C. Moxon's Aviation (Mr. Crokham); Major Nathan's Cigarbox (Mr. Kirkpatrick); Sir Paul's Conqueror Dahlia (Mr. Vidal).

Won by a length and a half, one length between second and third. Time:—2 min 25.15 secs.

At the start, Cigar Box led from Hongkong Chief, but Allied King, coming on the outside, early took the lead, followed by Plain John. Aviation and the Chief, Allied King still retained the lead past the foot-ball stand the same order being maintained with the Dahlia fourth. Going up the incline, Aviation had come to the front, having established a long lead, with the King second, the Chief third and the Dahlia fourth. Rounding the bend, Allied King challenged the leader, and in the home straight a tussle took place between the King, Plain John, the Chief and the Dahlia, the first-named winning with relative ease. Aviation, who had been leading most of the way, had fallen back to fifth position, whilst Cigar Box was last.

Pari Mutuel:—

Winner: \$9.50; Places: \$5.20; \$5.30; \$5.80.

Cash Sweep:—

Ticket No. 88 1st. \$1,583.00
 " 348 2nd. \$ 452.00
 " 531 3rd. \$ 226.00

\$25 Tickets and Commission... \$489.00

Total... \$2,750.00

\$25 Tickets:—Nos. 145, 142, 383.

7.—THE GARRISON CUP.—Presented by the Officers of the Garrison, with \$400 added to the winner. Second \$200. Third \$100. For China Ponies, Horse Bazaar Subscription Griffins of any Season. Weight for inches as per scale. Winners previous Meetings of one Race 7 lb., of more than one 14 lb., at this Meeting 3 lb. extra. Penalties accumulative. (Jockey allowance). Entrance \$10. One Mile.

Mr. Moonraker's Savernake, 155, (Mr. Seth) 1.

Capt. Henderson's and Mr. Dyer's Target, 152, (Mr. Kirkpatrick) 2.

Also ran:—Messrs. Dowbiggin and Sandes' Clansmen (Mr. Bremner); Mr. Dryadust's Shiny (Mr. Crokham); Mr. Dynast's King Robert (Mr. Johnstone); Mr. Gilpin's Whitefang (Mr. Grimstone); Mr. Glenday's Seaman (Mr. Vidal); Mr. Ritchfield's (Mr. Sousa); Mr. Staves' Bayford (Mr. Hill); Messrs. Thomas and Ross' Supper Dance (Mr. Bell Irving); Mr. Twomey's surprise (Mr. Soares); Mr. Walecorn's Tredegar (Mr. Way); Mr. Walecorn's Trelawney Craigmount (Mr. Adams); Mr. Soares' Mammy's Child (Mr. Dalgarno); Messrs. Sousa and Basta's Tarzan (Mr. Sutton).

Won by a neck, half a length between second and third. Time:—2 min 13.45 secs.

Out of the large field, Pussyfoot and Shiny led, the rest of the ponies following closely, all in a bunch. The two ponies named showed the way until going up the incline, when there were five bunched together in the van. Coming into the home straight, a hard race was witnessed, all the jockeys whipping. Mr. Seth on Savernake won a very creditable victory by a neck from Target, who was being hardly ridden, whilst Pussyfoot was only a short distance in front of the fourth pony. It was a most exciting finish.

Pari Mutuel:—

Winner: \$243.50; Places: \$52.60; \$16.90; \$39.

Cash Sweep:—

Ticket No. 370 1st. \$1,438.00
 " 69 2nd. \$ 411.00
 " 246 3rd. \$ 205.00

\$25 Tickets and Commission... \$746.00

Total... \$2,890.00

\$25 tickets:—Nos. 233, 118, 235, 223, 463, 435, 23, 85, 323, 233, 208, 210, 556.

8.—THE RACING STAKES.—Winner \$600. Second \$200. Third \$100. For Griffins on date of entry and Ponies that have never won a Race. Subscription Griffins of both Classes of this Season 1919-1920 allowed 5 lb. Weight for inches as per scale. Winners barred. (Jockey allowance). Allowances accumulative. Entrance \$10. One Mile.

Mr. John Peel's Pile Driver, 161, (Mr. Johnstone) 1.

Sir Paul's Albion Dahlia, 153, (Mr. Vidal) 2.

Mr. Dryadust's Salamander, 153, (Mr. Crokham) 3.

Also ran:—Messrs. Dowbiggin and Sandes' Islesman (Mr. Seth); Sir Ellis Kadoorie's Algerian Chief (Mr. Bremner); Mr. Logor's The Farmer (Mr. Hill); Mr. Soares' Naughty Child (Mr. Soares).

Won by a length and a half, one length between second and third. Time:—2 min 11.35 secs.

Algerian Chief at once went to the front, holding the rails, being followed by Islesman and Naughty Child. These three kept the lead for some time, the much-fancied Pile Driver lying fifth, with The Farmer sixth and the Dahlia in the rear. On going up the incline, the Chief was first, followed by Naughty Child, which had come up into second place, Islesman being third and the others racing very closely together into the back straight.

Going round the village bend, Islesman showed the way, with Naughty Child next, but on entering the straight Pile Driver came out from the rear bunch and being very easily ridden won comfortably from the Dahlia, who was a length in front of Salamander. The Farmer being a good fourth.

Pari-Mutuel:—

Winner: \$6.10; Places: \$6.30; \$9.60; \$11.40.

Cash Sweep:—

Ticket No. 145 1st. \$1,596.00
 " 455 2nd. \$ 456.00
 " 159 3rd. \$ 228.00

\$25 Tickets and Commission... \$520.00

Total... \$2,800.00

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FROM THE PULPIT.
NO MORE SEA.

Notes of a sermon by the Rev. J. Kirk Macdonald at Union Church on Sunday morning—
"And I saw a new heaven and a new earth; for the first heaven and the first earth are passed away, and the Sea is no more."
Rev. 21.
"They shall not hurt nor destroy in all my holy mountain; for the earth shall be full of the knowledge of the Lord, as the waters cover the sea."
Isaiah 11.
Isaiah gives an ideal picture of the perfected results of the reign of righteousness. The knowledge of God, not theoretical but worked out in actual life, is all pervasive. Men live in unity with one another and even with the beasts of the field, nature at large sharing in the regeneration of the future golden age when the creation shall be no longer subject to sin.
In St. John's Apocalypse the vision is projected also into the sphere beyond this life, where God is all in all. But St. John does not use Isaiah's metaphor of the sea. In his vision of the perfect life "the sea is no more," and it costs us islanders some little reflection to understand

why this should be, though every sailor's wife has the key of the mystery in her heart.
We Britons are war time people and we love the sea. It stands with us for freedom, health, adventure, never failing change and charm. It is our very life and safety as a people, the bond of our empire, highway of our commerce, the source of our wealth, the source of our fertilising rains and the cause of our temperate climate. But the feeling the ancients as a rule had little of the pride and affection with which we sing of the sea. The possession of chart and compass made a wonderful difference. To be out in mid-ocean on a strong and steady ship affords fine sensations of freedom and immensity when one is practically sure of making a given port about a certain date. But to be out of sight of land on a questionable craft with only the sun by day and stars at night to steer by, if they happen to be visible, alters the outlook. To the ancients the ocean was the great unknown, a vast river supposed to flow around the earth, containing no man knew what and stretching none knew whither but peopled in popular fancy by all that was dire and fateful. To the people who gave us Our Bible the sea was the symbol

of uncertainty and danger, as appears in their literature repeatedly. St. John, exiled on Patmos, saw in the surrounding waters a type of the perils and insecurities of which in his long life he had seen so much. The Churches to which he wrote were exposed to such at that very time, when persecution overhung like storm clouds ever threatening to break. The old evangelist beheld the heavens opened, and in the sphere beyond those shadows all those evils were absent. The Church triumphant dwelt in safety, free to raise her Allelujahs amid the harmonious chorus of the redeemed creation.
"I saw a new heaven and a new earth for the first heaven and the first earth are passed away, and the sea is no more."
Now in all this we surely find a valid thought of life, whose risk and uncertainties are matters of constant reminder and of common proverb. Numberless times has our life been compared to a voyage on an ill-known and uncertain ocean, and every day's observation brings something to justify the thought. Not one of life's securities but may be snatched from any of us, at any moment, not one of our anchorages from which we may not be cut adrift. The chances of sudden storm,

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shifting sand, sunken reef, or unknown current are among the common-places of reflection, for such indeed is life as we know it here. Yonder on the other side it is otherwise; and therefore to that other side human eyes will always cast an eager look and human hearts fondly turn. Not that it is for the future only. As the knowledge of God flows over our earth and advances towards its rightful authority in affairs security and quietness spread, for where God is there peace.
In Christ's Kingdom no man makes shipwreck of his own life or plays the pirate on his fellows.
It is not the winds of chance we need to fear, but the storms of passion. These, gathering up in the sultry tropics of men's hot and hating hearts, break forth like the tornado, to sweep away in an hour the peaceful growth of centuries. O for a mighty voice to say to them, Peace, be still! or rather let us long for the hearing ear to discern it.
Outwardly, could anything have appeared more stable and safely founded than the structure of our modern civilisation?
Yet in a night we had a rude awakening and the whole vast, complicated fabric came near crashing to ruins. It is trembling still. Explorers searching for a new world "safe for democracy" are far from confident of attaining their quest.
This much is certain, that for a godless democracy no world can ever be safe. A democracy which has not the fear of God before its eyes will prove the most frightful tyranny the world has ever seen, but a democracy inspired by the love of God would give a world delivered at last from the fears and perils which for untold ages have dogged the progress of our toiling race.
Take another thought, though a kindred one. If we look for a type of restlessness we find that also in the ceaseless movement of the sea. Its tumbling and tossing and ceaseless commotion are the

standing emblem of much that besets our lives and haunts our hearts. We are always seeking, seeking, we know not what, or imagine wrongly, to find in the end what might have been learnt at the beginning, that the soul's anchorage can only be in its Saviour.
"Come unto Me and I will give you rest," is perhaps the most precious even of His great words to a distressed humanity. It is the heart's cry of men and hearts of men and will be there to fall back upon when every world weariness has worn them out. "Unrest, unrest, we hear the cry insistently to-day from every corner of the earth and what is it in essence but the world-wide outbreak of the trouble that hides in every breast.
At the close of his long and arduous life the aged Apostle thinking of the distressed and troubled Church, driven and tossed by tempests of pagan fury, beheld beyond the waves which broke round his rocky islet the calm of the blessed land when storm and current were unknown. And we here may realise the surpassing peace of God, and live in the busy world a life in Christ which "the sea is no more."
Just one more simile. I said thought which must have been in the mind of the seer of Patmos must have been the thought of separation. Between the aged exile and association of his active life lay the trackless deep. He had outlived his generation, which is a dream thing to do. The friends are gone before; the Master too, whose sacred bosom he had leaned, had passed into the unseen. All the loneliness of age and exile lay on his spirit when he caught the glimpse of the new life where the sea, the ruthless separating should be no more. Distance, separation, impassable barrier, all are betokened of the wide, deep, uncertain ocean. And besides the separations, (Continued on Page 3)

OLIVIA PICKS OUT A CHRISTMAS TIE.
BY ALLMAN.
I THINK THAT'S A SMALL NECKTIE! I HOPE WARREN WILL LIKE IT. GUESS I'LL SHOW IT TO WILFORD AND SEE WHAT HE THINKS ABOUT IT.
WILFORD, I THINK GREAT, WELL, I'LL MAKE A NICE CHRISTMAS PRESENT FOR WARREN.
TOM, DO YOU SEE ANYTHING WRONG WITH THAT NECKTIE?
WHO DO YOU WANT TO GET EVEN WITH?
HELEN, WHAT'S THE MATTER WITH THIS GLAMOROUS OLD NECKTIE?
THAT'S A BEAUTIFUL TIE, OLIVIA—SIMPLY BEAUTIFUL! WHO IS THAT FOR?

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FROM THE PULPIT.

(Continued from Page 2)

physical space there are others
which cut deeper and one even
harder to overcome—the divisions
always apt to widen between
man and man, class and class,
the misconceptions, ignorances
and offences; the oppositions due
to temperament, training, opinion,
which produce alienation even
among friends, to say nothing of
the great gulfs of race and lan-
guage which cut the human
household into sections, "like
cliffs asunder."

How pitifully is life laid waste
by the enmities which can arise
even between kindred and neigh-
bours, to say nothing of wars of
nations, race animosities, inher-
ited hatreds!

We had flattered ourselves that
steam and telegraphs and now of
course the flying machines, by
annihilating distance, as also
commerce by creating bonds of
common interest, were doing
away with our divisions and join-
ing our scattered humanity into
one. But also, it is written in
recent horror that all these can but
too surely be turned to serve the
jealousies and prompt the crimes
which have ruined life down
from the days of Cain. Hope lies
not in these discoveries except
so far as they are made instru-
mental in the hands of a race
whose knowledge of God keeps
pace with its knowledge of
science—and the man who would
claim that that has been so for the
last four or five generations must
have an abnormal outlook. Let
us follow on to know the Lord,
for not until we know Him can
we know one another except as
rivals to be crushed, enemies to
be feared, aliens to be detested.
Not till then will suspicion, ill-
will and misconception be sunk
as lead in the mighty waters of a
sea which itself is passing
away.

And then at the best there is
always the final and inevitable
separation at the term of life to
be encountered, and only in Christ
that last and seemingly most
hopeless of gulfs to be bridged.
Who of us is not thus cut off
from those who are more dear
than life itself? Parent, child,
friend, companion, they are gone
and we see them not. Death has
been closely in our midst of late,
and the common human fellow-
ship of sorrow calls forth the ten-
derest sympathy for the circles
which have been bereft. It is a
time to reassure our hearts with
the pure, inspiring hopes which
are open to us in our Saviour, to
remember that while for us the
sense of loneliness is keen it will
not be for ever, and for those
who have left us there is an end
to all the darkness, the peril, the
manifold uncertainty of our
mortal state. Where they have
gone, and where we look to meet
them, "there is no more death,
neither sorrow nor crying;
neither shall there be any more
pain; for the former things
have passed away." They who
have won the victory are pictured
to us as standing by a sea of
glass, that is in a life all calmed,
safe and stable. "They praise
God there in the song of the
Lamb, and there, we trust,
through His mercy, we and
they shall meet, not to part
again.

BANK HOLD-UP.**LONDON MANAGER FIRED
AT WITH REVOLVER.**

Twenty-four hours after a
Leeds bank's murder a similar
hold-up with a narrow escape of
a like tragic result, occurred
recently at the branch office of
Barclays Bank Wood Green
writes a *Daily Chronicle* cor-
respondent.

An armed man entered the
bank, at Jolly Butcher's-hill just
as the office had been closed, and
requested to see the manager.
Carrying a small attaché case,
he was ushered into the room of
Mr. Frank Morgan, the branch
manager, and said: "I want
some money."

Thinking he was a customer,
Mr. Morgan motioned to him to
sit down, and waited for further
particulars. The man placed the
case on his knee, and took from
it a revolver, which he pointed at
the manager's head, with the
words: "Hurry up with that
money."

Mr. Morgan knocked his arm
to one side, and closed with him.
During the struggle the revolver
was fired, and the shot buried
itself in a wall.

Mr. Lewin, the chief cashier,
rushed at him, and seizing hold
of some scales, used for weighing
out cash, struck the intruder on
the head.

As the man fell stunned to the
ground, his false moustache fell
off. He was seized by the clerks,
who, gaining possession of the
revolver, found five unspent
cartridges inside.

When the police arrived, he
gave the name of Edward Edwin
Lock, aged 32, and said he was
living with his parents at Truro-
road, Wood Green.

It is understood that recently
he returned from Canada, where
he left a wife and three children
on his farm.

As in the case of the Leeds
outage, Lock hired a taxi-cab,
and drove from Camden Town to
Wood Green.

On arriving at the bank, the
taxi-man was told to wait, and
when one of the clerks rushed
out of the bank, he sped off on
his car to the police-station.

**ADMIRAL SIMS REFUSES WAR
MEDAL.**

New York, Dec. 23.—Admiral
Sims, who commanded the Ameri-
can Naval Forces in British
waters during the war, has
written a letter to the Secretary
of the Navy, Mr. Daniels, refus-
ing to accept the Distinguished
Service Medal bestowed upon
him. As a reason for his action
he alleges that Mr. Daniels had
so altered the list of awards re-
commended by the Special Board
that many officers had been
treated with the utmost
injustice, and the medals
lost much of their value through
having been awarded for merely
ordinary services. In his letter the
Admiral wrote: "I feel com-
pelled to draw attention to the special
class of awards, which are subject
to such condemnation and ridicule
that the effect upon the present
and future morale of the service
must necessarily be deplorable to
the last degree." Mr. Daniels
recently admitted that he had
altered the recommendations of
the Special Board because the
members had not complete
information at hand when the re-
commendations were made.

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or any other dance music you
wish to hear—stop in any time. And we'll tell you all about our easy
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 11, 1920.

THE RISING DOLLAR.

When's the dollar going to stop? That is the question everybody is asking each other just now and it is a question which if anybody could answer with security would mean a great deal to them. We have watched it soar and soar until our ideas of a limit have all vanished like thin air. When it touched 4 - people said that it was bound to come down with a rush, but when it climbed to 5 - they were sorry that they had made contracts. And now it has gone up with a rush, jumping not by sixths but by whole pence, until yesterday it reached the almost undreamed-of figure of 6 1/4 and closed at 6 1/4. Shades of old China hands must be feeling uneasy, but certainly it is that residents of these days are divided among themselves in joy and sorrow. To the man on salary whose income is unimpaired by former commitments there are daily thrills of joy; to the man on salary there are nights of bad dreams; whilst to business men there are days of anxiety spent in wondering how things will turn out, how business will be affected and whether trade will slump or jump.

One could write a great deal to show that the exchange question here just now is a serious matter. It is affecting every branch of trade and commerce, lending some and prejudicing others. To the shopkeepers it is serious. People who have anything to buy have a habit of putting prices into sterling and get a shock in consequence that often frightens them off altogether or makes them search elsewhere. We have heard of several things in this direction and it might be interesting to give them. Ships coming into Port used to do quite a big trade in re-provisioning, but now they spend as little as they can, waiting until Singapore or Japan is reached where the stabilised currency makes the sterling cost of things about fifty per cent. lower. How many local people just now are sending away for goods, taking advantage of the high exchange and, incidentally, depriving local sellers of legitimately expected trade? After all, the local expenses of shopkeepers are in local currency and there is really little grouse at prices. Take a look at the export trade and it is obvious to see that where quotations must be given in local prices, the cost to the consumer in different parts of the world where the currency is fixed reaches a prohibitive figure. A high exchange kills export and a low exchange fosters it. As regards imports, there is not quite so much to say against the high dollar, although when a man has bought outside at one figure and in the meantime he sees the dollar rise he has to sell at a price to cover his purchase contract figure and he is not locked on with favour because people only look at the rate current on the day they make their purchase from him. When everything is analysed right down, there is very little cause for the squeal of "profiteer, profiteer." There is by no means an absence of competition and that always regulates prices. Those companies that are producing locally for export, whose costs are all in local figures, suffer a disadvantage that is fairly obvious.

Looked at from almost every way, our local currency question is in a tangle that must of necessity always be something in the nature of a handicap. We are not going to cry out that there is ruin ahead or indulge in any scared animadversions on finance, but the thought is sometimes forced on one that Hongkong, after all, would be a great deal better off in every way if a stabilised currency were in vogue. There will be plenty who will disagree but we think there will be a great many more who would welcome such a change. Business would be very much more safe-guarded, the working out of profit and loss would be simplified, earnings would have a fixed value, and there would result a greater security. The price of one commodity, subject to wild fluctuation owing to the work of high financial gamblers, should never be the determining factor in a community's business. Yet it is so. If because of transactions in New York or London, or even because of Exchange Banks in the East, the price of silver rises and falls, then the whole of the Colony's business calculations have to be altered; expected credits either appreciate or depreciate; and there is a general fluttering in the trading dovecotes of the City. Without attempting to go into any technical pros and cons, there does seem to exist some ground for the stabilised dollar argument, but so soon as one begins to seek for information one only gets an "interested" view either for or against a change. But whether anything is ever done or not, the whole subject is one of intense interest and always must be.

NOTES & COMMENTS.

THE RACES.

The Sport of Kings is much in our minds to-day and will be for the remainder of the week. In previous years, the custom has been to begin the Races on a Monday, continue them for three days and then have a break until the "Off Day" on the Saturday. The change now made, by which the whole four days' racing becomes consecutive, is a good one, since it enables us to have our sport all in one dose, and then to revert again to the ordinary affairs of life, although this year business will be interfered with again very soon, since China New Year will be ushered in next week. Racing in Hongkong has always enjoyed great popularity, and with the advance of years it has grown in public favour. The Jockey Club records take us so far back as 1849, though Dr. Eitel, in his History of Hongkong, says that the Races were during the administration of Sir Henry Pottinger (1841-44) still held in Macao, for which purpose a general pilgrimage to Macao occupied the latter half of the month of February in 1842 and 1843. In those early days the mounts were other than China ponies, and there were also Australian, Arab and English horses, whilst records show that the card contained steeple-chases as well as flat races. It was in 1856 that the China pony made its advent, the first race reserved exclusively for these ponies being "The Celestial Stakes" for all China ponies, entrance \$2 each, with \$20 added, catch weights; half mile. Mr. Goddard's Nina (Mr. Lowther, R.N.) was the winner, and the records contain this significant note: "won easy— all bolted."

AN OLD STORY.

The above interesting facts concerning past Races in Hongkong are revealed in the Notes on Pony and Horse Racing in Hongkong, written by Sir Henry May, in which also many other historic aspects of local racing are disclosed. There is one story in this little booklet which is worth recalling now, because it concerns Mr. Hough, the popular Clerk of the Course, who is happily still with us. It may be familiar to many, but it can be recounted for the newcomers in our midst. It was whilst riding in the Champion Stakes in 1894 that Mr. Hough had the misfortune to break his right leg very badly. During the time he was laid up in Hongkong and on the voyage home, he had very naturally put on a great deal of weight, and when he appeared in Sir P. Travers' consulting room he must have weighed nearly 13 stone, and his square shoulders gave him the appearance of weighing more. "This is Mr. Hough whom I told you about," said Sir Henry May's brother, "Oh! Good morning Mr. Hough," said Sir Frederick, shaking hands, and adding *ad libitum* with that dry humour for which he is so celebrated, "I say, May, do they race elephants in Hongkong?"

THE NEW COMMANDANT.

We do not think that any better choice than Major L. G. Bird could have been made for the position of Administrative Commandant of the new Volunteer Force. Apart from the soldierly qualities of Major Bird, there is one aspect of the appointment which should serve as an example to those men, if there are any, who are hesitating about joining the new Corps. It is that here is a man who, in pre-war days, was a most enthusiastic Volunteer, who went to the war, and who, on his return, so far from being "fed up," is willing to do his bit for the Colony and shoulder the responsibilities of a most important position. That should be an incentive to every able-bodied young man to become a member of the Corps. This appointment marks a departure from the conditions which prevailed in Defence Corps days, when the Commandant was a Regular officer. Major Bird is a civilian, and besides the advantage he possesses in having seen active service for the greater part of the war, it is in his favour that he knows Hongkong, is known by everybody here and is not likely to be shifted about as an Army officer would be. He is just the man for the job—popular and efficient and fully acquainted with modern soldiering. His acceptance of the position should give a strong fillip to Volunteering in Hongkong.

DAY BY DAY.

VAIN HOPE, TO MAKE PEOPLE HAPPY BY POLITICS!—Carlyle.

There was again a clean bill of health returned yesterday.

The Netherlands Indian Government has declared Hongkong an infected port on account of plague.

A Chinese who was charged by Serjt. Fallon with being in possession of four tins of opium was to-day fined \$350, or three months' hard labour.

A sentence of six weeks' imprisonment with a hiding inflicted with the birch, was imposed on a Chinese boy who snatched a parcel from the hair of a Chinese woman in Queen's Road Central yesterday.

A Chinese newspaper *The Moon Times*, made its first appearance in Macao on the 10th inst. The publisher is Mr. Luk Hing-nam, an old journalist in Hongkong, and the paper is absolutely neutral without any party.

Those who have purchased vouchers for the performances of Lord Dunsany's plays, that are to be given by the students of the University Union this week and next, are reminded that these vouchers must be exchanged at Mounties' for tickets before the nights of the performance. Vouchers should not be presented in lieu of tickets at the Theatre.

Two Chinese were charged before Mr. N. L. Smith at the Police Court to-day with attempting to export silver coins. In the case of one Chinese, who was found to have \$10.90 in small coins, the money was ordered by the Magistrate to be confiscated. The other Chinese fared a little better. After paying his fine of \$25, the residue, a sum amounting to \$22.60, was ordered to be converted into notes before it be returned to him.

A Japanese dagger with an extraordinary long blade was on display in Mr. N. L. Smith's court this morning when a Japanese was charged with being in possession of the weapon. The evidence went to show that, in an alcoholic fit, defendant was swagging about on the Praya in a ricksha when he was "spotted" by a policeman and arrested. The dagger, which was well disguised in a wooden sheath, was being brandished in his hand. A fine of \$25, or three weeks' hard labour, was imposed.

In connection with Speech Day at Queen's College on Saturday, February 14th, arrangements are being made for a short exhibition of game of Basket-ball (Ambulance Members, The Rest) at which His Excellency the Governor has kindly consented to "throw-off" at 10.45 a.m. At the conclusion of the prize distribution, His Excellency will be asked by Mr. E. Ralphs, Director of Education, to unveil two portraits presented to the College by Mr. Li Hy-san. A most cordial invitation is extended to all "Old Boys" and others interested in the work of the College.

Mr. J. R. Wood had a quite distinguished visitor before him at the Police Court to-day. He was a Chinese astrologer—or, at any rate, he informed the Magistrate that he was. It was a mystery why he did not keep to his business of gazing at the stars instead of turning opium smuggler. He had 49 tins of the drug which the Police found concealed in the false bottom of his box when he was going on board the Kwok Ning. As it turned out he has now occasion to consult the stars as to from what source he can find a sum of \$400 to satisfy the demands of the law.

To complete the novelty and originality of the two plays, to be produced by the Students of the University Union this week, there will be the additional attraction of wonderful settings and costumes such as have rarely been ventured on before in the Colony. Some startlingly weird lighting effects will also be shown, especially in "The Gods of the Mountain," which opens with a mysterious vision of Mount Marmora growing out of darkness and fading away. This alone promises to be one of the most beautiful stage scenes ever witnessed on our local boards. A matinee will be given on Wednesday, 18th inst., at 5.30 p.m.

MANILA CARNIVAL FIRE.

DETAILS OF THE CATASTROPHE.

Manila papers now to hand give details of the disastrous Carnival fire. From the *Daily Bulletin* of the 6th instant we take the following account of the catastrophe:

The entire provincial exposition, the majority of the buildings covering the bureau exhibits, some of the buildings housing the commercial displays, the carnival headquarters, and a number of the side shows were completely destroyed last evening when the more important portion of the Carnival City was burned to the ground early last night. The big conflagration started in the Leyte booth and it is believed to have originated in the abaca exhibit of that province which took fire from a defective transformer at the back of the Leyte exhibit building. The loss, part of which is covered by insurance, is roughly estimated at P2,000,000.

The fire started at 6.20, and instantly, with a strong wind blowing, it spread to all the buildings on the west side of the grounds burning everything that was in its way with the exception of the Meralco tower whose frame-work was made of steel. The combination chemical wagon of the fire department stationed at the Carnival City was immediately operated, but it was fully twenty minutes before it could be of any help. Fire alarm box numbered 248 in the Carnival City was turned in and the fire apparatus at Pao, Santa Cruz, San Nicolas, Intramuros, and Tanday responded, but when they arrived on the scene of disaster practically the entire burnt area was already consumed by the flames. The carnival headquarters was the last building burned, and if there had been any more buildings next to it, they would probably have been razed to the ground also. It was fortunate that the strong breeze was blowing from the southeast as this saved the districts of Ermita and Malate from a similar predicament.

Besides the buildings housing the provincial exposition, the buildings of the bureaus of education, forestry, science, agriculture, and printing, the carnival gate and sawmill fence on the southwestern part of the city were also burned to the ground. After the fire had practically been put out, an alarm was spread that the building housing the bureau of commerce and industry was on fire. It was discovered that the top part of the building began to burn and the hose was turned on in the water destroying a part of the exhibit of the bureau.

Exhibits in the industrial building, which remained intact, are those of the Gibson Furniture Company, the board of pharmaceutical examiners, Norton and Harrison, the Pacific Commercial Company, Madrigal and Company and the Philippine Manufacturing Company.

This is the second time that a fire has occurred in connection with the carnival. The first fire occurred in 1914. Both fires originated in the exposition division. In 1914 the exposition division was segregated from the carnival grounds. In the history of Manila carnivals, no fire has originated in the carnival proper.

Forty Chinese boy scouts helped in spreading the alarm of fire and in saving something from the exhibits and rescuing people. They were on duty at the Chinese theatre and one of them, Ty Kai Chi, was among the first to notice the fire. Another made shift to get automobiles and take the theatre performers to their homes.

The main attractions on the grounds were not burned and will be in operation to-day, commencing at 3 p.m.

The carnival headquarters being the last building to burn, it was possible for the carnival officials to save the funds of the association deposited in the building, the records, and some of the furniture.

Officials of the local Y.M.C.A. did their bit last night. Through the initiative of Mr. Love, general secretary of the local institution, the American "Y" served coffee to the firemen and policemen at the carnival grounds which greatly helped the men in their night work of putting the fire entirely out.

E. J. Eddo, representative of a United States surgical supply house, saw the start of the fire

LOCAL BOXING.

SATURDAY'S TOURNAMENT.

Booking is now open for the Boxing Association's third tournament on February 14th. Patrons will note that Messrs. Moutrie require cash against tickets, and that they will not book except on these terms. Instructions have been given for the removal of the upright posts which at the previous tournament at "The Ring" seriously interfered with the view of the occupants of certain of the raised ringside seats.

A CHANGE.

It is to be regretted that the Welterweight Championship contest will not take place, owing to the indisposition of Stoker Eddie Walters, and the refusal of the doctors to allow him to meet Kerrison on the date fixed. Members of the boxing public will, however, be glad to hear that in the place of this contest there will be a 10-round fight between Seaman Hewitt, of H. M. S. Alacrity, and "Peggy" Evans, of H. M. S. Hawkins, ex-Middleweight Champion of the Mediterranean Station. An excellent bout between these men, ending in a draw, was witnessed at the Theatre Royal on December 13th last.

from his room in the Manila hotel.

"There was a sudden blaze and the entire carnival seemed to go up in flames," said Mr. Eddo. "The fire seemed to have started somewhere in the vicinity of the Baguio exhibit and spread along the entire length of the fence, throwing into high relief the entire grounds and the horde of frantic people inside who were struggling to get to the street."

Eddo ran to the fire and assisted in carrying out some of the valuables on exhibit.

A call was received at the department hospital shortly after the fire broke out. Corps men were dispatched to the scene immediately. Men from the ambulance company No. 4, recently arrived from Siberia detailed to duty at the hospital together with the men permanently stationed there were sent. The men assisted in every way possible and it is on record that men from the detachment saved a small Filipino boy from possible death in the flames.

R. O. Williams of Smith, Bell and Co., with Mrs. Williams, was inside the carnival and in front of the Laguna exhibit when the flames were first noticed and gave a graphic account of the exodus from the grounds.

"I don't see how the people got out," he said. "We were something in getting out ourselves and had to break through the sawmill in order to reach a zone of comparative safety. Behind us were hundreds of people who appeared not to have noticed the flames. I cannot say how it started. I saw a few puffs of smoke, a big spurt of flame and then the entire carnival seemed to have enveloped itself in fire like so much tinder."

The casualties were:

Taken to Department Hospital.—Sergt. Thomas McGonagle, 3rd Engineers, Fort McKinley, suffering from effects of smoke; Private Harry Hilton, Company H, 27th Infantry, Camp Barry, badly bruised and possible internal injuries.

Taken to San Juan de Dios Hospital.—Simona Marian, address unknown, hair burned, burns about the head and possibly internal injuries.

Taken to St. Paul Hospital.—Crispina Bobina, 28 years old, 515 Evanzelista, in serious condition; Juanita Pereda, 4, slight contusions; Bernardino Alfors, 17, not serious; Juanita Cabosora, 2, not serious; Trinidad Carta, 9, not serious; Bienvenido Carta, 2, not serious; Pasita Rosales, ticket collector, at the fair grounds, of 552 P. Paterno, slightly bruised.

Taken to Philippine General Hospital.—Francisca Tamani 28, Cainta, Rizal, slightly hurt; Josefine Casimiro, 35, Dinalupihan, Bataan, no serious; Alberto de Joya, 3, 313 Almon, confusions on the abdomen; Mariano Tayag, 33, Passay, Rizal, slight bruises; Benedicta Garcia, 49, Bataan, contusions on the abdomen and head; Francisca, Canasis, 20, Cainta, Rizal, slightly bruised.

Missing.—Gregorio Ana, 11 years old, of 554 P. Paterno.

JOCKEY CLUB RACES.

(Continued from Page 1.)

10.—THE PROFESSIONAL CUP.—A Gold Cup. Value \$300. Presented, with \$500 added to the Winner by the donors. Second \$200. Third \$100. To be won 2 years consecutively or 8 times in all by ponies, the bona fide property of the same owner or owners. For China Ponies, Horse Bazaar Subscription Griffins of this Season 1919-1920. Weight for inches as per scale. Winners 5 lb. extra. Entrance \$10. One Mile.

Sir Paul's Glenmore Dahlia, 152, (Mr. Vida) 1

Mr. Glenday's Someman, 152, (Mr. Hill) 2

Mr. John Peel's Sinza, 153, (Mr. Johnstone) 3

Also ran.—Messrs. C.G.M. and G.H.W.'s Pawnshop (Mr. Bremner); Mr. Four of a Kind's Dal (Mr. Palgarno); Messrs. G. and G.'s Trumpet (Mr. Seth); Mr. Jay Pee's Orion (Mr. Kirkpatrick); Mr. G.C. Moxon's Consternation (Mr. Crockam); Mr. John Peel's Chimes (Mr. Bell Irving); Mr. Ritchfield's Rysa (Mr. Doyle); Mr. Saint's St. Chad (Mr. Grimstone); Mr. Walecra's Trevelyan (Mr. Sutton).

Won by a head, a short head between second and third.

Time—2 min. 16.3 5 secs.

The following ponies led in the order named, on passing the Judge's box for the first time:—Orion, St. Chad, Sinza and Rysa. All the other ponies were bunched, with the exception of Dal, which was a very bad last. At the football stand, St. Chad took the lead, followed by Rysa and Orion, and remained first practically all the rest of the distance. Just after going round the village bend, Rysa got into premier position, with Orion second and Consternation third, St. Chad having fallen back into fourth place. There was a hard fight in the home straight. Glenmore Dahlia came out from the bunch and won by a head from Someman, who was a short head in front of Sinza.

Winner: \$39.30; Places: \$10.40; \$9.00; \$9.70.

Cash Sweep:

Ticket No. 172 1st. \$1,418.00
" 253 2nd. \$ 405.00
" 379 3rd. \$ 202.00

\$25 Tickets and Commission... \$ 624.00

Total... \$2,650.00

\$25 tickets—Nos. 217, 453, 246, 265, 522, 20, 137, 305, 34.

11.—THE KALGAN PLATE.—Winner \$600. Second \$200. Third \$100. For "Larsen" Subscription Griffins. Weight for inches as per scale. (Jockey allowance). Entrance \$10. Three quarters of a Mile.

Mr. Adams' Sunspot, 155, (Mr. Hill) 1

Sir Paul's Primrose Dahlia, 152, (Mr. Vida) 2

Mr. Staves' Dunford, 152, (Mr. Bremner) 3

Also ran.—Mr. Allure's Rab (Mr. Bell Irving); Mr. Dalrem's Salvation (Mr. Soares); Mr. Dashes Jazzily (Mr. Seth); Mr. Dryasdust's Exchange (Mr. Crockam); Mr. Dynasty's King Cole (Mr. Johnstone); Mr. Dynasty's King Bruce (Mr. Reid); Messrs. G. & G's Co net (Mr. Dalgarno); Sir Paul's Scotia Dahlia (Mr. Sutton); Messrs. Souza and Basto's Gameo (Mr. Souza); Mr. Staves' Nutford (Mr. Way); Messrs. Thomas and Ross' Gordie Mac (Mr. Doyle).

Won by five lengths, a head separated the second and third.

Time—1 min. 36 secs.

In the falling line it was difficult to follow the ponies round. They started in a string, but were bunched together on reaching the incline. Into the home straight it was a neck-and-neck affair, but at the distance post Sunspot came away and won easily, being obviously the best pony out. There was a tussle between Primrose Dahlia, Dunford and King Cole for the second and third positions, and Johnstone, on King Cole, was deprived of third place by Dunford, who was very well ridden.

Pari Mutuel:

Winner: \$11.80; Places: \$6.80; \$8.90; \$23.50.

Cash Sweep:

Ticket No. 245 1st. \$1,452.00

" 225 2nd. \$ 415.00

" 122 3rd. \$ 207.00

\$25 Tickets and Commission... \$ 691.00

Total... \$2,765.00

\$25 tickets—Nos. 8, 227, 2, 223, 553, 177, 517, 116, 403, 379, 212.

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REUTER'S TELEGRAMS.

THE GERMAN WAR CRIMINALS.

FRENCH COMMENT ON THE ALLIES' DEMANDS.

Paris, February 5.
Commenting on Von Lersner's attitude, *Journal des Debats* writes: "The moment has arrived to show clearly to Germany that engagements entered into must be kept."

The *Temps* remarks that Germany should be excused from manifesting her intentions and assuming responsibilities that cannot be considered incumbent on Von Lersner.

The *Matin* claims that the application of Article 429 of the Versailles Treaty, providing for the occupation of the left bank of the Rhine, will be reduced, but only if the Treaty conditions are faithfully accomplished by Germany.

Speaking yesterday to the Foreign-Affairs Committee of the Chamber of Deputies, M. Millerand said the Allies are determined to have recourse particularly to the articles authorising the lengthening of occupation until Germany will have fulfilled her engagements.

A courier started yesterday evening to Berlin carrying the list of accused criminals to hand directly to the German Foreign office.

It is confirmed that the Berlin Government disapproves Von Lersner's attitude.—*Havas*.

AMERICAN TRADE WITH FRANCE.

SOME BIG INCREASES.

Paris, February 3.
The value of declared exports recorded at American Consulates and Agencies in France for shipment to America in 1919 showed an increase of £169,153,111, or 29 per cent. compared with 1918.

The total shipments invoiced in the United States and insular possessions from France reached a total of £163,401,691 in 1919, against £56,038,127 in 1918, an increase of 193 per cent.—*Havas*.

M. CLEMENCEAU.

POSSIBLY VISITING JAPAN.

Paris, February 3.
M. Clemenceau left Paris for Egypt last night. He dodged publicity by joining a train at the suburban station of Charenton. He was accompanied by his son, two friends and two secretaries. The veteran statesman will embark at Marseilles to-day on board the Messageries Maritimes steamer *Lotus* for Alexandria. He will probably visit Egypt, Syria, Persia and India, and perhaps Japan.—*Havas*.

"JAUNDICED SPINSTERS."

MEN TEACHERS' OBJECTION TO EQUAL PAY.

At the Kingsway Hall recently, a meeting organized by the London Schoolmasters' Association protested energetically against the findings of the Standing Joint Committee on elementary school teachers salaries. The chair was taken by Mr. Herbert Spriggs, the president of the Association.

Four resolutions on the agenda were all carried, with very slight opposition and alteration. The first condemned the "lack of consideration" shown them by the Standing Joint Committee in the framing of a minimum scale of salaries, and recorded the conviction that "schoolmasters could not be fairly dealt with by teachers' representatives chosen from a body pledged to the policy of equal pay." The last was a reference to the National Union of Teachers, which was sharply criticized and charged with having been captured by the women teachers' organization. The question of equal pay was described

by the president as the root of all their trouble.

In moving a resolution reaffirming the opposition of the meeting to this policy, Mr. A. N. Pocock said its application would prevent any full-blooded man from entering the teaching profession. As things were, he could not be expected to keep his family on £10 a year more than the salary of a woman. Schoolmasters had been largely responsible for inculcating the fine spirit and ideals with which our men entered the war, and it would be a national disaster if the education of our boys were delivered entirely into the hands of "jaundiced spinsters."

Commenting on the present state of teachers salaries, two speakers mentioned evening classes which were attended by young policemen, whose pay was more than that of the highly-trained men who taught them.

The meeting, in a resolution, called on the local education authorities to adopt the Association's scale, and resolved to refuse to recognize any limitations on the activities of associations in pressing for improved salaries.

"THE COCKTAIL ROUTE TO CUBA."

HOW AMERICANS MAY SLAKE THEIR THIRST.

New York, Dec. 13.—"The Cocktail route to Cuba" is in effect the description which is coming to be applied to the journey to that island from the United States by thirsty business men and others with a few days to spare from the daily round and common task. Cuba, of course, is wet.

The State Department is the authority for the announcement that \$6,000 Americans have applied for passports to enable them to spend the whole or part of the winter season in Cuba. For their diversion the islanders, who are aware of the fact that the holiday-makers' willingness to spend is in exact proportion to the facilities available for the consumption of stimulating potions, are devising all kinds of attractions for the \$6,000 and the many thousands more whom they hope the "dampness" of the climate will attract. Horse-racing will be one of the features of this winter attractions, and efforts are being made to legalize roulette and other games of chance, so that it may be possible to establish a full-blown casino.

Of course, the "drys" will attempt to block the Southern way out for the unhappy "wets," and already appeals are being made to the inter-Church movement and other bodies to take action. But Cuba is only three days from New York City, and its lure will be irresistible.

SOME PEOPLE RUSH ABOUT

and tire themselves unnecessarily, thinking to cure their constipation by spasmodic fits of over-exertion. Others more sensible, take reasonable exercise daily, and use the little gentle-as-nature laxatives, Pinkettes, occasionally, thus ensuring healthy regularity. By dispelling constipation Pinkettes cure Biliousness, Sick Headaches, Liverishness, foul breath. Of druggists, or post free, 60 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

THE RACES! THE RACES!!

DANCES AT REPULSE

BAY HOTEL.

MOTOR CARS.

Patrons ordering motor cars for the dances may order cars to have hood and side curtains up if desired. Early booking desirable.

MOTOR BUSES.

The motor buses will run to Repulse Bay Hotel on each day of the Races, leaving Hongkong Hotel at 7.15 and 9 p.m., returning at 11 p.m. and 12 midnight. Return fare \$2.

FOR THE RACES.

The Dragon Motor Car Co. are running a service of Motor buses to and from the Racecourse on Race Days.

The Motor Buses will leave Chater Road (near Hongkong Hotel) at frequent intervals. This is a safe and comfortable way of proceeding to the Races.

50 cents Single Fare 50 cents.

THE DRAGON MOTOR CAR CO.

Tel. 492.

Tel. 482.

NOTICES.

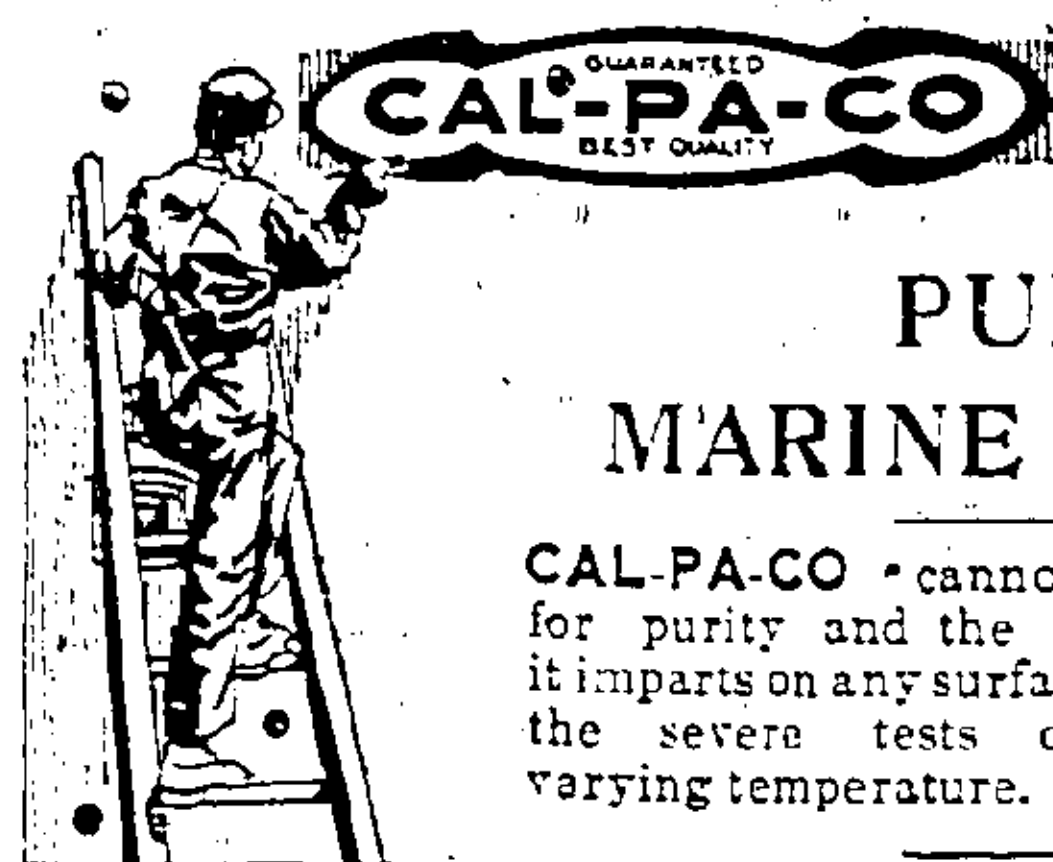
DAIRY FARM NEWS.

OUR BUTCHERY DEPARTMENT

Can supply all your requirements in Australian and Local Meats
RABITS, HARES, HAMS,
BACON, SAUSAGES, CORNED
BEEF & PORK, etc., etc.

OUR THIS WEEKS SPECIALITY
OXFORD SAUSAGES.
TRY THEM!

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY LIMITED.

PURE
MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION

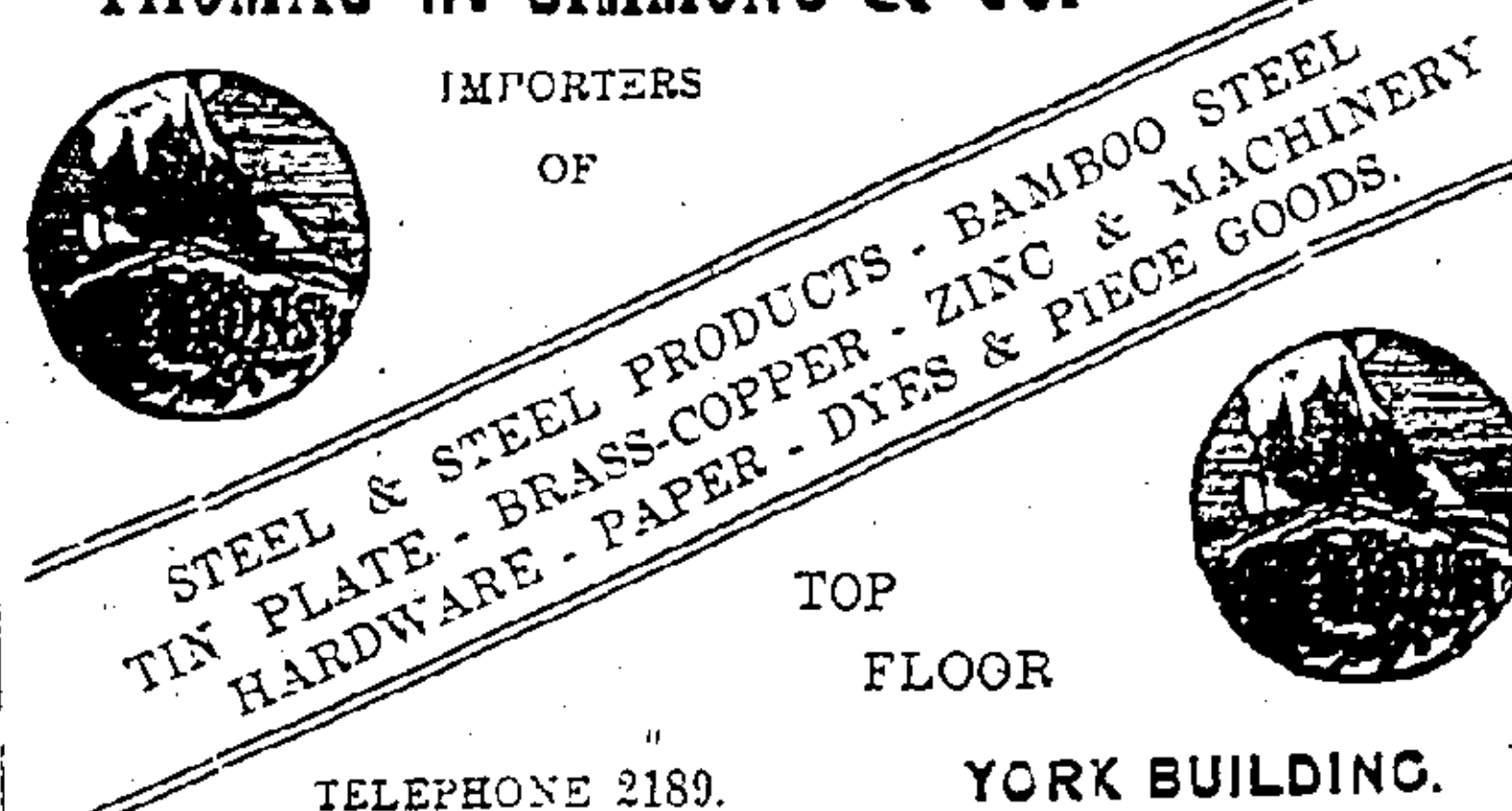
CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.

Sole Agents.

GERIN, DREVARD & CO.
HOTEL MANSIONS.

THOMAS W. SIMMONS & CO.

IMPORTERS
OF

STEEL & STEEL PRODUCTS - BAMBOO STEEL
TIN PLATE - BRASS-COPPER - ZINC & MACHINERY
HARDWARE - PAPER - DYES & PIECE GOODS.

TOP

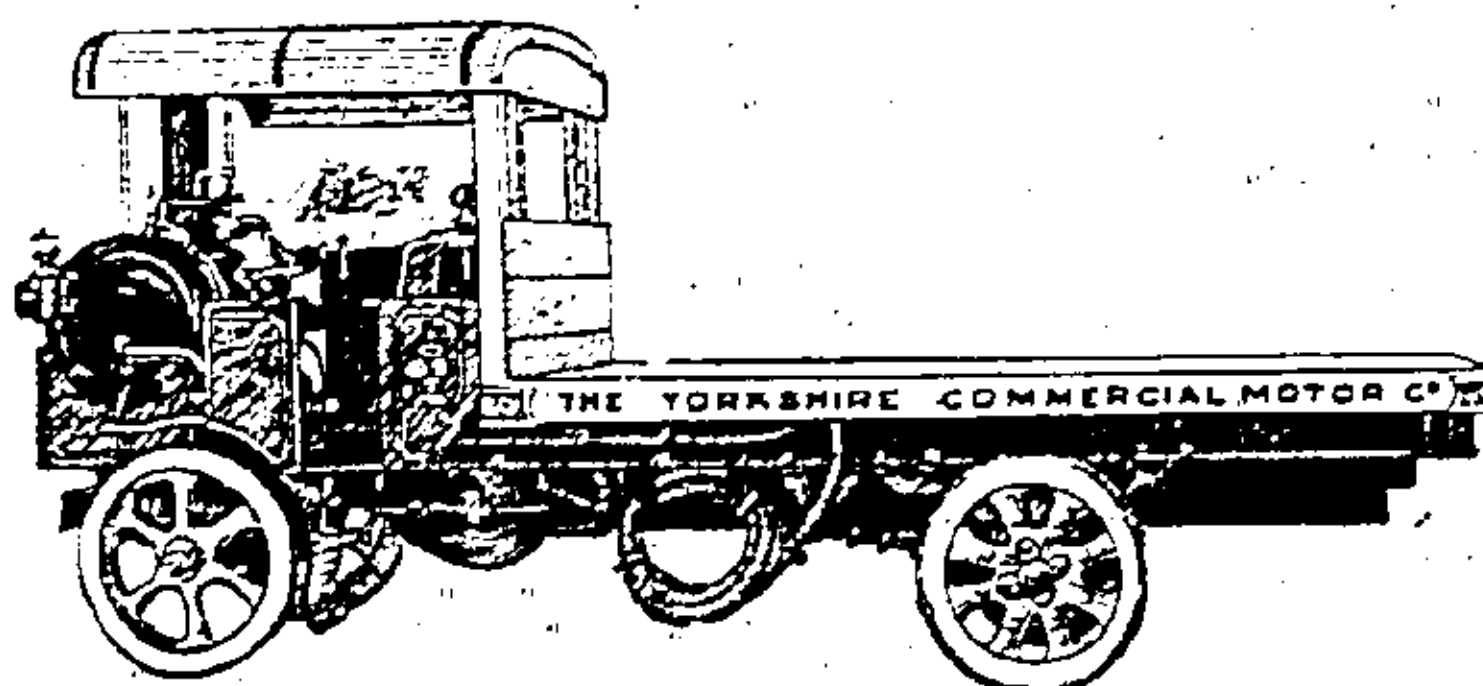
FLOOR

TELEPHONE 2189.

YORK BUILDING.

THE YORKSHIRE COMMERCIAL
MOTOR CO., LTD.,

LEEDS, ENGLAND.



STEAM WAGGON,

3 Ton Flat, Lorry Body.

Suitable for the carriage of heavy goods of
all description.

This model has now arrived.

Demonstrations at your convenience.

A. C. E. A. L.

行洋 REISS & CO. 和泰

The Anglo-Chinese Engineers
Association, Limited, 係

No. 3, QUEEN'S BUILDINGS,
ICE HOUSE STREET.

TELEPHONE No. 673.

TELEGRAMS: "ACEAL", HONGKONG.

NOTICES.

FOR RACE WEEK

NOW SHOWING

SOFT FELT HATS
NECKWEAR
NEGLIGE SHIRTS
FOOT WEAR
SOCKS

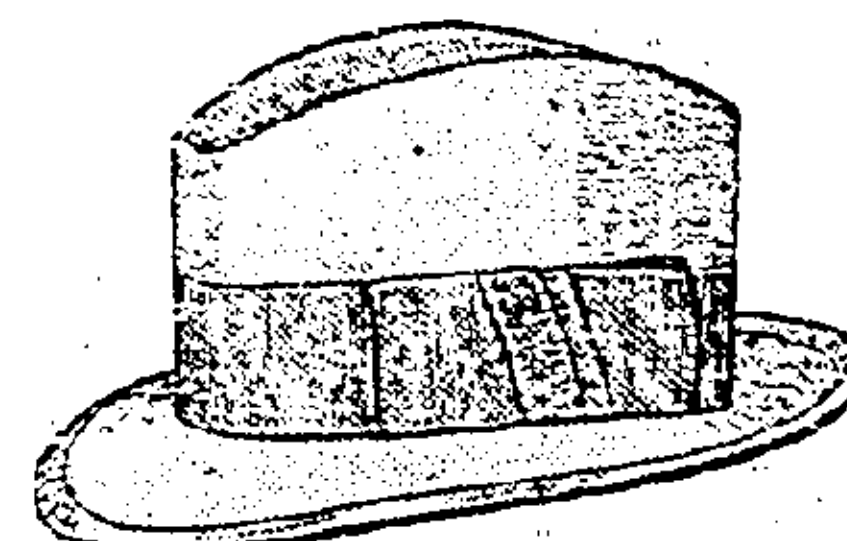
NEW SHADES
CHOICE DESIGNS
NEW STRIPES
LATEST MODELS
NEW SHADES.

INSPECTION CORDIALLY INVITED.

J. T. SHAW

TEL.

SPECIALIST IN MEN'S WEAR.
NEXT DOOR HONGKONG HOTEL.



SMART HATS
FOR THE
RACES.

NEGLIGES
IN ALL THE NEWEST
MATERIALS.

MADE BY

GLYN & CO.

44, OLD BOND ST.,
LONDON, W.

SMART

NECKWEAR

IN THE MOST
FASHIONABLE & DISTINCTIVE
DESIGNS.



NEW TROPICAL MODELS

"ESTEY"

PIANOS

UNRIVALLED FOR TONE
QUALITY & FINISH.

THE ANDERSON MUSIC CO., LTD.

16, DES VOEUX ROAD.

TEL 1322.

GOLDEN GUINEA
SPARKLING MUSCATEL

SPARKLING REDBURGUNDY
(Cresta Blanca)

SPARKLING MOSELLE
(Cresta Blanca)

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

(Telephone No. 75)

COPPER QUEEN BELTING

GERIN, DREVARD & CO.
4th Floor Hotel Mansions. Tel 114.
and at Canton.

SKOOKUM PACKING

SHIPPING.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

SAILINGS

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
SOMALI	6,700	13 Feb. noon	Marseilles & London direct.
NAGOYA	7,000	16th Feb.	S'pore, C'bo & Bombay.
DILWARA	5,600	1st Mar.	Colombo & Bombay.
ITOLA	5,200		

BRITISH INDIA-APCAR SAILINGS (South)

MUTTRA	4,600	19th Feb.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	28th Feb.	Manila, S'kan, Thursday Is. Cairns, Townsville, Brisbane, Sydney & Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

ARRATOON A.	4,300	16th Feb.	Shanghai and Kobe.
BANCA	6,000	19th Feb.	Moji, Kobe and Yokohama.
DUNERA	5,400	2nd Mar.	Shanghai.

* Cargo only.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 11ft. X 2 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central. Agents.

SHIPPING.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern

Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) Sunday, 22nd Feb., at 11 a.m.

FUSHIMI MARU ... Wednesday, 17th Mar., at 11 a.m.

KATORI MARU ... Tuesday, 13th Apr., at 11 a.m.

SUWA MARU ... Sunday, 2nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

KAMO MARU ... Wednesday, 11th Feb., at noon.

ITO MARU ... Friday, 20th Feb., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez

and Port Said.

TOYAMA MARU ... Wednesday, 11th Feb.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez

and Port Said.

CALCUTTA MARU ... Beginning of March.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 18th Feb., at 11 a.m.

TANGO MARU ... Wednesday, 24th Mar., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama & Colon.

TOTORI MARU ... End of February.

SOUTH AMERICAN PORTS via Cape.

HAKATA MARU ... End of February.

BOMBAY & COLOMBO via Singapore.

TOTOMI MARU ... End of February.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU ... Middle of February.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 21st Feb., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Thursday, 19th Feb., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong.
KOREA MARU	10,000	12th Feb.
TERO MARU	12,000	15th Mar.
SHINYO MARU	12,000	1st Apr.
LIBERIA MARU	12,000	1st Apr.
PERSIA MARU	12,000	15th Apr.

* Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers: Tons. Leave Hongkong.

KIYO MARU 12,000 15th July.

Steamers are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the

Canadian Pacific Co. Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAICO, Manager, KING'S BUILDING.

Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Mar. 23rd, 1920. Mar. 2nd, 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

or to REISS & Co. Canton

Hongkong, 3rd Feb. 1920.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON "MATPOPO" 14th February.

LONDON & ROTTERDAM "SWAZI" 15th March.

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

General Agents,

or to REISS & Co. Canton

Hongkong, 3rd Feb. 1920.

FOR NEW YORK.

PRINCE LINE FAR EAST SERVICE.

S. S. "GOTHIC PRINCE"

will be despatched for New York via Panal on or

about 10th March

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

SHIPPING NEWS.

NEW FRENCH INSURANCE COMPANIES.

A new marine company has just been established in France under the name of Lloyd de France Maritime Transports. M. Vidal-Engaurren is the founder. The head office is at 59, Rue Cambon, Paris. The company has a capital of 25,000,000 francs, divided in 25,000 shares of 1,000 francs each of which a quarter will be paid up. The whole of the capital has been issued for cash, and the shares have been issued at a premium of 100 per cent. The board comprises the following gentlemen:—Mons. Charles Dumont, Etienne Arditi, Adrien Arnaud, Joseph Bayard, Francis Bernard, Joseph Bonnisse, Georges Orient, Georges Philippart, Amadee Prouvost, Charles Sattatier, Louis Seblin, Paul Sirot, Jean Stern, Charles Vairon, B. Vidal Engaurren, and Jacques Witouck. A further company under the name of Phoebe, for re-insurance purposes, is in the course of being established in Paris with a capital of 5,000,000 francs, of which one quarter will be paid up. Yet a further company for the purpose of transacting marine insurance has been established in Paris under the name of L'Union d'Assurance Maritimes. The founders are M. Rene Siblat, a well-known underwriter, and Mons. P. A. Florand and L. J. N. Locere, all underwriters in Paris. Though the name of the company indicates that it only transacts marine insurance, the company has powers to underwrite re-insurance of any description in France or abroad, except life and employers' liability. The head office is 33 Rue Vivienne, Paris, and the capital is 2,000,000 francs of 500 francs each of which a quarter will be paid up. These shares have been issued at a premium of 25 per cent. The directors are:—Mons. Olivier Sainere, Otto Bernberg, Rafael (Marquis de Caviedes), George Schwob, and Rene Marius Siblat.

THE PATIENTS BUNKING ORDER. In the House of Commons, recently, Mr. Houston asked the President of the Board of Trade whether he was aware of the great congestion in South Wales ports and consequent serious delay to steamers which were kept waiting for lengthy periods, not only for cargoes of coal but also for bunker, coal; whether he was aware that owing to the difficulty of obtaining bunker coal in Liverpool and the high cost of the same steamship owners were requested by the coal controller to bunker their steamers at South Wales ports; whether he was aware that a 10,000-ton liner steamer had been delayed 10 days waiting for bunker coal at Cardiff entailing congestion and waste of quay space occupied by her outward cargo at Glasgow and at Liverpool, and can he state whether the congestion and delay were due to the Coal Controller or the Ministry of Transport in failing to provide waggons? Sir Auckland Geddes. —I am aware that there is considerable detention of vessels in South Wales ports at the present time. The acute position is due to the fact that there is an unusually large amount of tonnage in the ports, but the transport situation in South Wales and tipping facilities at the ports are not satisfactory, the chief difficulty being I am informed, the restricted hours of working at the tips, which results in the loss of considerable output of coal and involves delay to shippers. This matter is receiving the attention of the Ministries of Shipping and of Transport and also of my department. I am not aware of any case of a 10,000-ton liner delayed for 10 days waiting for bunker coal at Cardiff. If, however, the hon. member has in mind the Hyacinthus, this vessel arrived on the 12th December and required a part cargo of coal as well as bunkers. The attention of the local representative of the Controller of Coal Mines was not called to the position by the shipping agents until the 16th December, and arrangements have been made for the vessel to be bunkered to-day.

SWANSEA'S UNIVERSITY. An official intimation was received at Swansea recently from the Privy Council that the King has granted a charter of incorporation to the Technical College at Swansea, raising it to University rank. More than half of the £150,000 which Swansea is raising for the endowment of its University has already been secured.

SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Yuensang	Fri., 13th Feb. at 3 p.m.
STRAITS & Calcutta	Kwalsang	Fri., 13th Feb. at 3 p.m.
HAIPHONG via Hoihow	Loksang	Sun., 15th Feb. at 8 a.m.
SHANGHAI	Kwongsang	Wed., 18th Feb. at d'light.
SANDAKAN	Hinsang	Tues., 24th Feb. at noon.
KOBE	Kumsang	Tues., 24th Feb. at 5 p.m.

CALCUTTA LINE.—This line now affords regular sailings to Calcutta, Penang and Singapore returning from Calcutta steamers proceed via Straits and Hongkong to Japan, Oceania, etc., calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and have a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, some steamers calling at Swatow. Through tickets can be obtained and through bills of lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when indicated on chart.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to date accommodation for passengers.

Cargo taken on through bills of lading for Kaitai, Jesselton, Labuan, Tawau and Labad D'Is.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin calling at Wanchow and Chiao.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about 13th February respectively for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & SHANGHAI	Sunning	12th Feb. at 10 a.m.
SHANGHAI & TSINGTAO	Chenan	15th Feb. at d'light
SWATOW & BANGKOK	Kanchow	15th Feb. at 9 a.m.
SHANGHAI & PUKOW	Shantung	17th Feb. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin weekly, taking cargo on through Bills of Lading to all Yanze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok & Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.
Agents.
Telephone No. 35.
Hongkong Feb. 11, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Passmore	TUES., 10th Feb. at 1 p.m.
Haiching	A. H. Stewart	FRI., 13th Feb. at 1 p.m.
Quinnebaug	Medina	TUES., 17th Feb. at noon.

* Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

For NEW ORLEANS.

THE U. S. SHIPPING BOARD

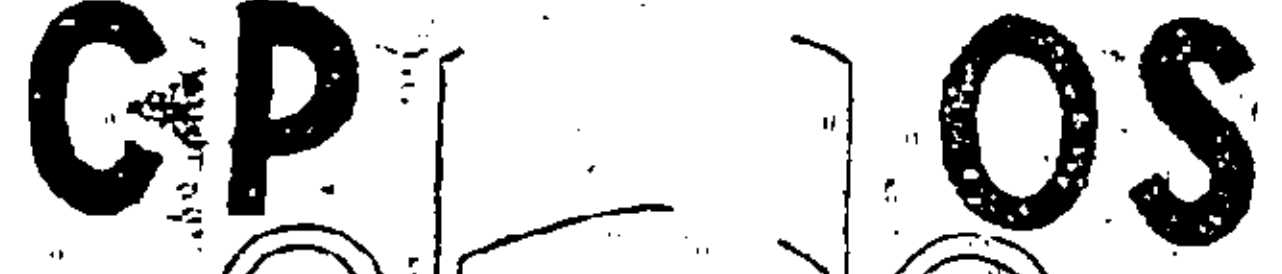
S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight space and particulars apply to:—

THE ADMIRAL LINE

AGENTS.
TELEPHONE 2477 & 2478.
5TH FLOOR
Hotel Mansions.



SAILINGS

HONGKONG to VANCOUVER
(via Shanghai, Nagasaki (Mojji) Kobe & Yokohama).

FROM DUE

STEAMERS. HONGKONG. VANCOUVER.

*Empress of Russia	Mar. 11	Mar. 29
*Monteagle	Mar. 23	Apr. 17
Empress of Japan	Mar. 29	Apr. 17
Empress of Asia	Apr. 8	Apr. 36
Empress of Russia	May 6	May 24
Empress of Japan	May 25	June 16
Empress of Asia	June 3	June 21
*Monteagle	June 4	June 28
*Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
*Monteagle	Aug. 5	Aug. 29

Passage from Hongkong to United Kingdom.

EMPIRE OF RUSSIA	15000 Tons Reg.	Gold	455.00
EMPIRE OF JAPAN	15000 Tons Reg.	Gold	455.00
EMPIRE OF ASIA	15000 Tons Reg.	Gold	455.00
EMPIRE OF RUSSIA	15000 Tons Reg.	Gold	455.00

Fares and passages subject to change without notice.

For rates and other information please apply to

HONGKONG OFFICE.
(Telephone 722. Cable address GACANPAO.)

CANADIAN PACIFIC OCEAN SERVICES.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Kobe, Japan and Hongkong.

Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For Seattle & Vancouver. For San Francisco.

"WEST JENA" Late Feb. "COLORADO SPIRINGS" Late Feb.

ALSO

"West Helix", "West Iron", "Devolution", "Elk", "Elkhorn", "West Segovia", "Bravocour", "Vinita", "West Cayton", "Dorothyline".

Through rates quoted and through B/Ls issued to all over the world in U.S. and Canada.

HONGKONG OFFICE: 1st FLOOR, POWELL'S BUILDING.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—141.

HEAD OFFICE.—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES.—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
 "ATLAS MARU" ... Tuesday, 17th Feb.

CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
 "CANADA MARU" ... Wednesday, 3rd March.

BUENOS AIRES—Rio de Janeiro, Santos, Maur.ius, Durban and Cape Town via Singapore.
 "INDUS MARU" ... End of Feb.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.
 "AFRICA MARU" ... Wednesday, 25th Feb.

SAICON, BANGKOK & SINGAPORE—Regular Monthly Service.
 "UNNAN MARU" ... Monday, 16th Feb.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
 "MADRAS MARU" ... Sunday, 22nd Feb.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
 "AFRICA MARU" ... Wednesday, 25th Feb.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
 "AMAKUSA MARU" ... Sunday, 15th Feb.

TAKAO via SWATOW & AMOY.
 "SOSHU MARU" ... Thursday, 12th Feb.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
 For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
 SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"CHANGSHA"	1st March.	5th March.

* For Sydney only.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.
 For Freight and Passage apply to

Butterfield & Swire.

Agents.

Telephone No. 36.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"

Middle February.

Via PANAMA.

S.S. "SAGAPORACK"

Second Half February.

Via PANAMA.

S.S. "HATCHIE"

Middle March.

Via PANAMA.

S.S. "WESTERN CROSS"

Early April.

Via PANAMA.

For freight space and particulars apply to:—

THE ADMIRAL LINE

Telephones 2477 & 2478

AGENTS.

5th floor Hotel Mansions

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
 Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
 SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Wednesday, Feb. 25th.
 S.S. "ECUADOR" ... Wednesday, Mar. 24th.
 S.S. "COLOMBIA" ...

ALSO

The following U.S. Shipping Board vessels
 "WEST SELENE" ... Friday, Feb. 20th.

From H.K. for SINGAPORE, PENANG & CALCUTTA.

"LAKE FIELDING" ... Wednesday, Feb. 25th.
 Cargo accepted on through bills of lading to Baltimore, Havana, Central and South American ports.

For further information apply to:—

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

SHIPPING.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CROSSKEYS" ... About Feb. 23 "ENDICOTT" ... About Mar. 19
 "WHEATLAND" ... Feb. 27 "ELKTON" ... Mar. 30

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"MONTAGUE" ... About Feb. 21st
 "ABERCORN" ... Mar. 5th

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER "MELVILLE DOLLAR" ... 8th March.
 "HAROLD DOLLAR" ... 21st March.

FOR SAN FRANCISCO.

"WEST HARTS" ... 14th February.

FOR NEW YORK VIA PANAMA.

"GRACE DOLLAR" ... 31st January.

Through Bills of Lading issued to all parts of United States or Canada

"Movements subject to change without notice."

For particulars for freight apply to:—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING THIRD FLOOR

TEL. 795, 792.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & General Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong

"ARIOSTO" ... via Suez 20th February.
 "ANTIOCHUS" ... via Suez 1st March.
 "CHARLTON HALL" ... via Suez 20th March.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

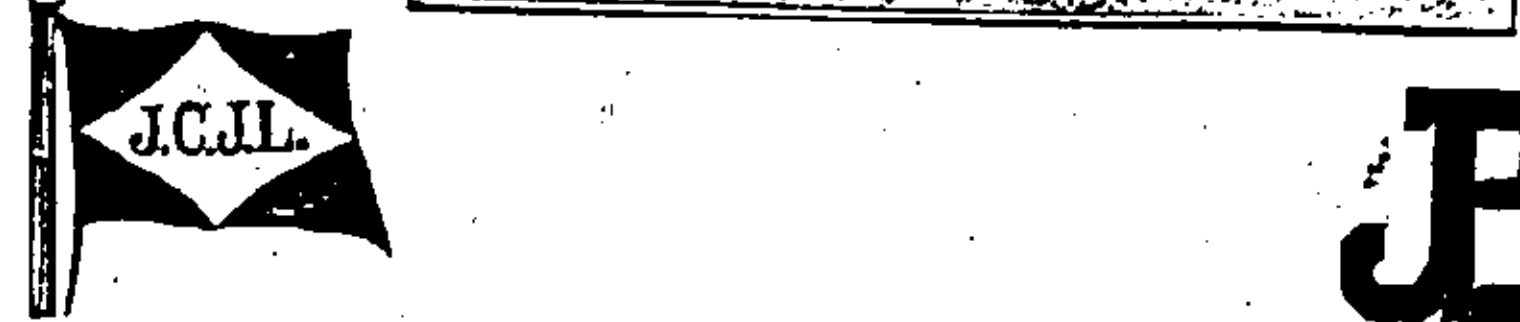
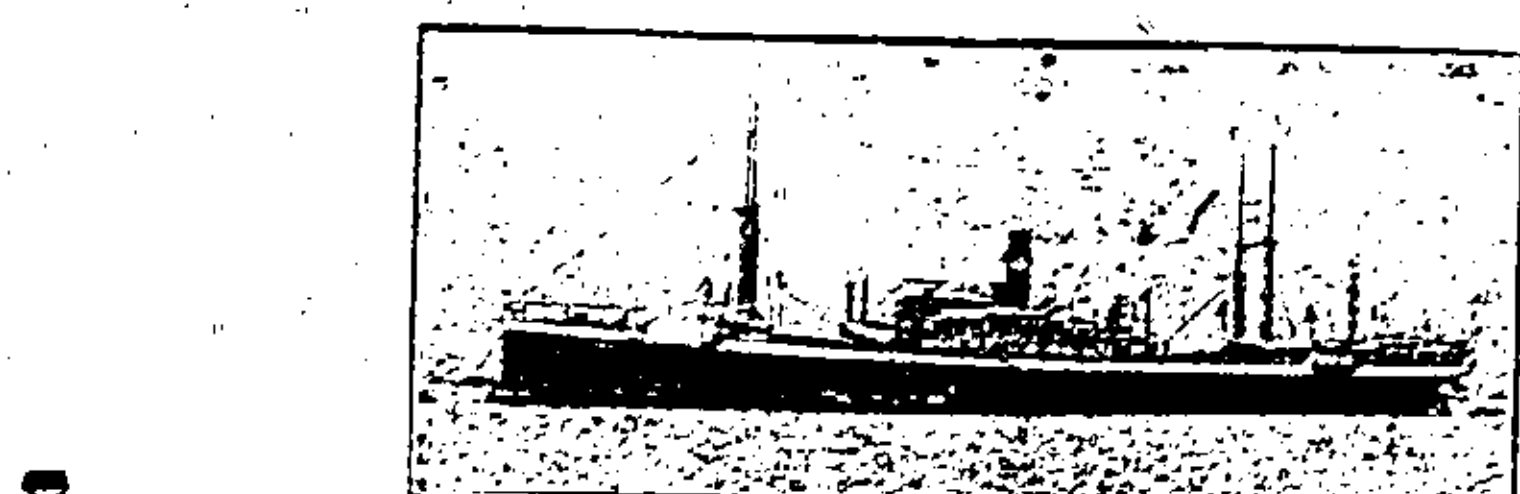
Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
 JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilawong	Java	in port	11th Feb.	Japan
Tjisondari	Japan	in port	12th Feb.	Java
Tjilalip	Java	12th Feb.		
Tjitaroem	Java	22nd Feb.	28th Feb.	Shanghai
Tjimanoeck	Java	23rd Feb.	1st Mar.	Japan
Tjiletoet	Java	28th Feb.		

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

"ALSO OPERATING"

JAVA PACIFIC LIJN.

Monthly Service Between

NETHERLANDS INDIA, MANILA, HONGKONG and SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

SHIPPING.

DODWELL & CO., LTD

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK,
 VIA PANAMA CANAL.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO.

S.S. "PELSNA"

BRINDISI, VENICE & TRIESTE.

Sailing about End March.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONGKONG & JAVA.

For Japan, S.S. "BORNEO MARU"

Sailing on or about 10th February.

For Java, S.S. "RIOJUN MARU"

Sailing on or about 20th February.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYUN KAISHA)

Steamship services Trans-Pacific,
 also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd. and Apeir Lines.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.
 The following Unclaimed Telegrams are lying here:—

Kuonipoo, Oriental Hotel, from Shanghai.
 Sasans, (3), from Yokohama.
 4339, 4141, 5231, (Keeching-shing), from Amoy.

Kaineun, from Kobe.

Kwonghangyick, from Kobe.

Yuefatsiang, from Shanghai.

Muson, from Tokyo.

Stone, Grand Hotel, from Shanghai.

Lishe, No. 19, Ground West Point Fourth Street, from Nagasaki.

Express, Banyei Maru, Anchoring, from Kobe.

Apon, from Yokohama.

Kintonghoat, from Amoy.

S.S. Yahiko Maru, At Mitsubishi Shoji Branch, from Kobe.

Tungshingcheung Vingyensei Road 66, from Shanghai.

Kwongtanglu, from Shanghai.

T. KRING.

Superintendent.

Hongkong, Feb. 6, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.
 List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Archimede, from Paris.

Clark, c/o Manager Divoto, from London.

Confucius, from Milano.

Cen Burgess, from Orlandofle.

Hongkong Motorco, from New York.

Horpick, from Chiasso.

Iselin, Hongkong Hotel, from Shanghai.

Magid Khan Front Wharf, from San Francisco.

Purcell, Astor Hotel, from Seattle.

Stygnas, from Manchester.

Tuska, Hongkong Hotel, from Saigon.

D. de H. FARRANT, Superintendent.

Hongkong, Feb. 5, 1920.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Somali	P. & O.	Feb. 13
Nagayo	P. & O.	Feb. 13
West Harts	R. D. Co.	Feb. 14
Moorish Prince	S. T. Co.	Feb. 15
Ariosto	B. L.	Feb. 15
Dilwara	P. & O.	Feb. 16
Atlas	O. S. K.	Feb. 17
West Ison	S. & D.	Feb. 17
Ceylon M.	N. Y. K.	Feb. 18
Sagaporack	A. L.	Feb. 18
Aki M.	N. Y. K.	Feb. 18
Iyo M.	N. Y. K.	Feb. 20
Tango M.	N. Y. K.	Feb. 21
Montague	B. L.	Feb. 21
Kashima M.	N. Y. K.	Feb. 22
Madras M.	O. S. K.	Feb. 22
Crosskeys	A. L.	Feb. 22
Korea M.	T. K. K.	Feb. 23
Whetland	A. L.	Feb. 23
Africa M.	O. S. K.	Feb. 23
Venezuela	P. M. Co.	Feb. 23
Lake Fielding	P. M. Co.	Feb. 23
Eastern	P. & O.	Feb. 23
Hakata M.	N. Y. K.	Feb. 23
Colorado Springs	S. & D.	Feb. 23
Hathaway	S. & D.	Feb. 23
West Iris	S. & D.	Feb. 23
Tottori M.	N. Y. K.	Feb. 23
Indus M.	O. S. K.	Feb. 23
Tajima M.	N. Y. K.	Feb. 23
Colcutta M.	N. Y. K.	Feb. 23
Itola M.	P. & O.	Mar. 1
Nile	C. M. Co.	Mar. 2
Canada M.	O. S. K.	Mar. 3
Van Waerwyck	J. C. J. L.	Mar. 4
Changsha	B. & S.	Mar. 5
Melville	D. R. D. Co.	Mar. 8
Tenyo M.	T. K. K.	Mar. 11
E. of Russia	C. P. O. S.	Mar. 11
Sagaporack	A. L.	Mar. 11
Cafe May	A. L.	Mar. 11
Western Cross	A. L.	Mar. 11
Swazi	B. L.	Mar. 15
Endicott	A. L.	Mar. 16
Fushimi M.	N. Y. K.	Mar. 17
Harold D.	R. D. Co.	Mar. 21
Nanking	C. M. Co.	Mar. 23
Montague	C. P. O. S.	Mar. 23
Tango M.	N. Y. K.	Mar. 24
Charlton Hall	B. L.	Mar. 25
E. of Japan	C. P. O. S.	Mar. 29
Elkton	A. L.	Mar. 30
Shinyo M.	T. K. K.	Apr. 1
Siberia M.	T. K. K.	Apr. 1
Katori M.	N. Y. K.	Apr. 13
Persia M.	N. Y. K.	Apr. 19
Suwa M.	N. Y. K.	May. 2
Kiyo M.	T. K. K.	July. 12

JAPAN, COAST PORTS, ETC.

Tjilwong	J. C. J. L.	Feb. 11
Taming	B. & S.	Feb. 11
Tjisondari	J. C. J. L.	Feb. 12
Sunning M.	B. & S.	Feb. 12
Haiching	D. & Co.	Feb. 13
Yuenang	J. M. Co.	Feb. 13
Kwaisang	J. M. Co.	Feb. 13
Loksang	J. M. Co.	Feb. 13
Montague	A. L.	Feb. 13
Chenau	B. & S.	Feb. 13
Amakusa M.	O. S. K.	Feb. 15
Kanchow	B. & S.	Feb. 15
Unnan M.	O. S. K.	Feb. 15
A. Apcar	P. & O.	Feb. 15
Quinnebaug	D. L. Co.	Feb. 17
Shantung	B. & S.	Feb. 17
Kwongsang	B. & S.	Feb. 18
Muttra	P. & O.	Feb. 19
Yatshing	J. M. Co.	Feb. 19
Kaga M.	N. Y. K.	Feb. 19
Banca	P. & O.	Feb. 19
Hinsang	J. M. Co.	Feb. 24
Kumsang	J. M. Co.	Feb. 24
Banri M.	D. & Co.	Feb. 28
Tjitaroem	J. C. J. L.	Feb. 28
Totomi M.	N. Y. K.	Feb. 28
Tjimanoeck	J. C. J. L.	Mar. 1
Dunera	P. & O.	Mar. 2

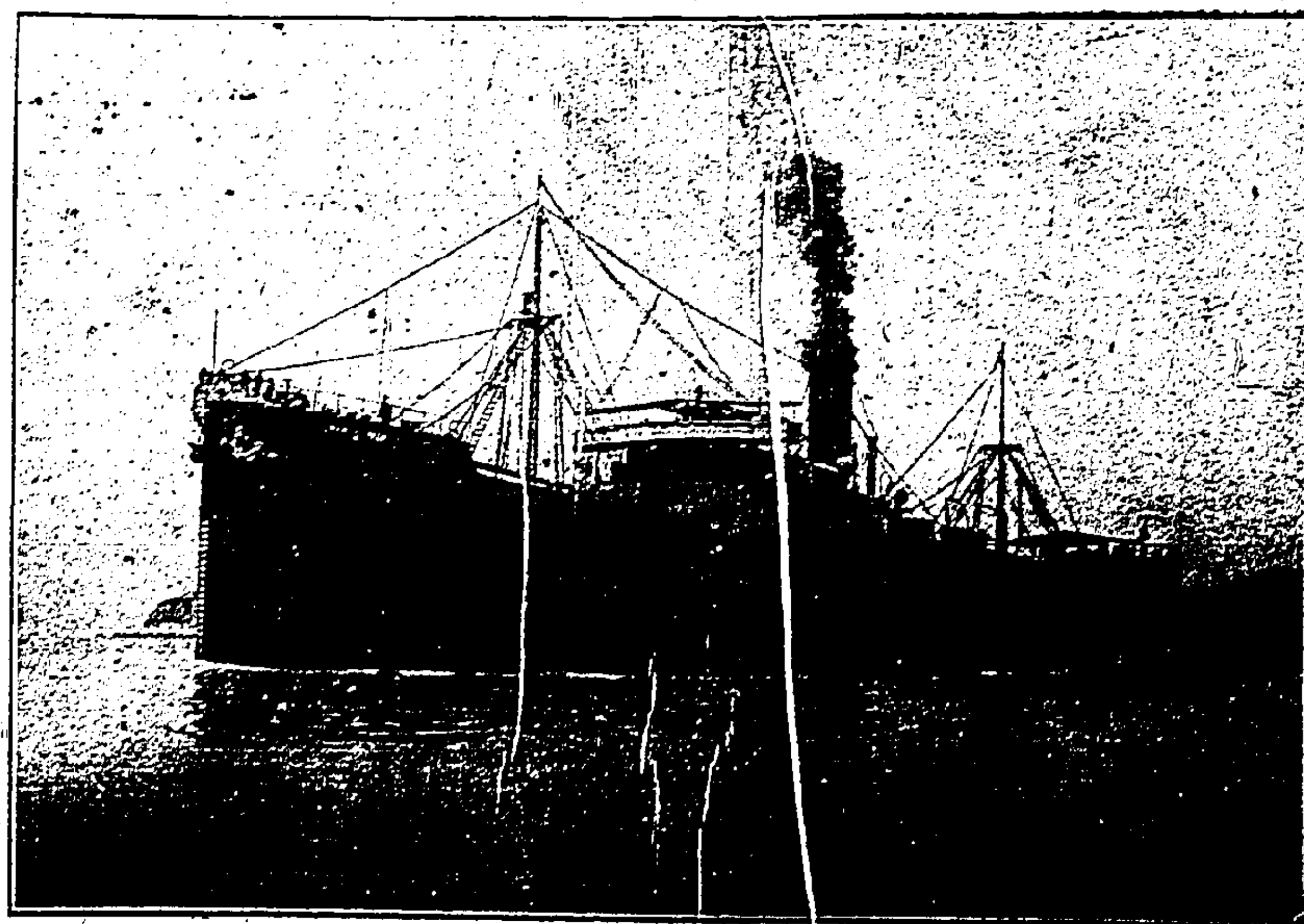
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition: Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians



S.S. "WAR BOMBER," 8,240 tons D.W.: 5,195 tons gross.

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,
 to the order of the British Government.

Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.L.N.A., KOWLOON DOCK, HONGKONG.

DAY BY DAY.

We understand that the local Chinese newspapers have jointly decided to publish no reports in connection with the Races this week, this resolve being in consequence of the receipt of anonymous threats to boycott any paper which acts otherwise.

Last evening the ex-members of the former Centre Section Machine Gun Coy., Hongkong Volunteer Corps, entertained to dinner at the Hongkong Hotel, Mr. George Duncan, who is shortly leaving for home. Mr. G. G. Wood occupied the chair and Mr. A. E. Wright was the Vice-Chairman. In addition to the toast of the evening, a silent toast was proposed in honour of those members of the Section who had fallen in the war, as was also a toast to those members who had seen service and had come through the ordeal. The names of these figures on the menu card in the form of a Roll of Honour. During the evening songs were rendered and speeches delivered, and Mr. G. G. Wood had the pleasure of presenting Mr. Duncan, on behalf of the Section, with a silver loving cup and a gold wristlet watch. Mr. Duncan, in reply, put in a plea for the members of the old Section to join up in the new Corps.

DON'T FORGET.

TO-DAY.
Coronet Theatre—5.15 and 9.15 p.m.
TO-MORROW.
Jockey Club Races—2nd day.
Coronet Theatre—5.15 and 9.15 p.m.
FRIDAY, FEBRUARY 13.
Jockey Club Races—3rd day.
Theatre Royal—Lord Dunsany's Plays by students of Hongkong University Union—9.30 p.m.

HOME FOOTBALL.

Matches played on January 3 resulted as follows:

SCOTTISH LEAGUE.
Hibernians 2 Clydebank 0
Herthwell 4 Heart of Mid. 1
Rangers 3 Falkirk 1
Raith Rovers 0 Celtic 3
Albion Rovers 1 Dundee 2
Aberdeen 2 Hamilton A.C. 0
Dumbarton X Queen's Park X
Morton 0 Partick Thistle 0
Clyde X St. Mirren X
Kilmarnock 2 Ayr United 1
Third Lanark 1 Airdrieonians 1

CENTRAL LEAGUE.
King's Park 0 East Fife 0
Falkirk A. 2 Stenhousemuir 1

CENTRAL LEAGUE CUP.
Bathgate X St. Bernards X
Broxburn U.A. X Hearts A. X
Armadale X Boness X

EASTERN LEAGUE.
Dundee A. 4 Cowdenbeath 2
Arbroath 2 Raith Rovers A. 1
St. Johnstone 4 Montrose 1
Dundee Hibs. X Brechin City X

ENGLISH LEAGUE—FIRST DIVISION.
Blackburn R. 1 W. B. Albion 3
Bolton Wand. 1 Notts County 0
Bradford City 0 Bradford 0
Everton 1 Sheffield Wednes. 1
Manchester U. 0 Chelsea 3
Middlesbrough 4 Preston N.E. 1
Newcastle U. 0 Oldham Ath. 1
Arsenal 2 Manches. City 2
Aston Villa 2 Burnley 2
Derby County 3 Sunderland 1
Sheffield U. 3 Liverpool 2

SECOND DIVISION.
Blackpool 0 West Ham U. 0
Huddersfield T. 4 Port Vale 1
So. Shields 7 Hull City 1
Stockport Co. 1 Tottenham H. 2
Bristol City 1 Birmingham 1
Coventry City 1 Rotherham Co. 1
Fulham 0 Stoke 0
Wolverhampton 4 Lincoln City 0
Barnsley 2 Clapton Or. 1
Grimsby Town 1 Leicester City 2
Notts Forest 1 Bury 0

SOUTHERN LEAGUE.
Bri. & Hove 4 Brentford 1
Exeter City 4 Southampton 1
Millwall 0 Merthyr 0
Northampton 0 Crystal Pal. 1
Newport Co. 5 Norwich City 2
Portsmouth 0 Southend U. 1
Q.P. Rangers 7 Bristol Rovers 1
Cardiff City 4 Reading 0
Swindon Town 2 Ply. Argyle 0
Swansea Town 3 Luton Town 0
Watford 2 Gillingham 1

AIR MAILS IN BULK.

AEROPLANE BUILDERS AND THE PRESENT SCHEME.

An aeronautical correspondent of the Times writes:—
There is much dissatisfaction among aircraft manufacturers with regard to the Government's attitude, which they are disposed to describe as "discouraging" towards the aerial mail scheme. It is argued that the charge of half-a-crown per letter for postage by aeroplane to France is excessive and calculated to prevent the general popularity of the service. It is felt also that the method adopted of allowing letters intended for aeroplane postal delivery to be posted only at certain specific offices is a wrong one. It certainly suggests that aerial postage is regarded in some quarters at least as an enterprise not to be taken too seriously. But the aeroplane holds to-day an assured place in the sphere of transit and travel, and there remains no sound reason for excluding it longer from the position to which usage and experience have shown it to belong.

MR. HANDLEY PAGE'S VIEWS.

Mr. Handley Page considers that a well-organised aerial mail scheme should have important Imperial and commercial influences. "It should," he says, "facilitate business transactions between Great Britain and the Continent, and help to cement closer commercial relationship, produce for the Government a steady revenue, encourage commercial aviation in this country, and act as a form of subsidy for the aircraft industry. The activities of the existing air mail project are too confined to bring about these desirable conditions. The Post Office authorities should handle the scheme on a much larger scale. It is the conveyance of mails by tons, not pounds, which will result in financial gain and wide public support."

"From the aeroplane company's point of view it costs no more to carry letters than it does to transport an equivalent weight in clothing, bedsteads, or any other commodity. It is simply a question of weight and space. The ordinary charge to the public for the conveyance of goods between London and Paris is 2s. 6d. per lb., a rate based on the reasonable assumption that a machine would not always travel fully loaded. The result is that much better terms than 2s. 6d. per lb. can be offered to the patron who will fill a machine with a daily consignment of freight, or at any rate provide regular cargo constituting the greater part of the load. This the Postmaster-General could undoubtedly accomplish with the result that the cost to the public of aerial mails would be so low that every body would willingly pay it."

The charge of 2s. 6d. per lb. is covered by a charge of 2d. per ounce. If the Postmaster-General paid the aeroplane company 2s. 6d. per lb. for the mail matter bulked and charged the public 2d. per ounce for the individual letters, he would make a very handsome profit and considerably assist commercial aviation. We know the public are not keen to pay 2s. 6d. per ounce for letters under the conditions of the present air mail service, but the probabilities that they would pay 2d. per ounce are very much greater. America, France, Italy, and other countries are running aerial mail schemes, at a cost per letter of little more than the fee charged for delivery by train or boat. Why cannot commercial men in this country at a reasonable cost be provided with the valuable facilities for quickening business communication, which the speed of aerial delivery allows? It is only a question of common sense, organization, and a confident tackling of the proposition on an ambitious scale.

THE QUESTION OF RELIABILITY.
Mr. Holt Thomas, of the Aircraft Manufacturing Company, in a statement to a representative of the Times, said:—"The general problem is far from being as easy as some people would suggest. It is not simply a question of putting a load of

mails into an aeroplane and flying off with it. You have to take a very serious view of your responsibilities to the public. Your service must be dependable. It is in providing this factor of reliability that a very large organisation is required, not merely on our part but, in the carriage of mails to the Continent, on the part of foreign Governments also. The greatest practical assistance the Government can now give us is to guarantee us a regular, uniform load of mails. But we must bear in mind that we cannot reasonably contemplate any widespread appeal to the public to send letters for long distances by air until the organisation of 'airways' is very much better than it is at present. Here, of course, as Lord Weir's committee has indicated, lies an immediate task for the authorities."

"Personally I think that, when we have organized international night-flying, and rendered it safe and dependable, there is a vast scope for the carriage by air, in bulk, of the Continental mails. Take, for example, the Italian mail. Normally, I am told, this amounts to about two tons nightly. We could leave London with this after dark and deliver it in Italy the next morning. The same could be done not only in regard to Rome or Madrid, but also in connection with the mail for any great city, within, say, 800 or 1,000 miles of London. It is here, of course, in such long runs, that the aeroplane beats so decisively the railway and boat service; and it is certain that with guaranteed loads, and with the whole process organised on a big scale, the cost to the public of carrying mails in bulk by air would be surprisingly low. What one does know definitely, for example, is this. We could carry letters by air between London and Paris, if we were only guaranteed enough of them, and in regular uniform loads, at a charge very appreciably less than the ordinary 2d. per lb. and sea rate; and this quite apart from the fact that we do the journey in 2½ hours instead of in seven, as is the case by rail and boat."

"There has, however, in my opinion, been a much too hasty criticism of the experimental fee of half-a-crown, as charged for the express day air mail between London and Paris. I disagree, for instance, with the statement that it is excessive from the point of view of services rendered—remembering that the whole process of collection, air transit, and delivery is effected, by the use of a special organization, in a period of five hours. We pay a messenger boy 2s. 6d. to take an urgent letter just from one side of London to the other. But this whole question of the fee charged is governed simply and solely by the volume and the uniformity of the loads you have to carry."

"I should like also to emphasize the point that the London-Paris service, as instituted on November 10 last, was frankly experimental. It was instituted to gain some practical experience. That experience has been gained, and is being augmented daily. Perhaps the most useful lesson we have learned, in more than 50,000 miles daily flying, is that our chief and only really formidable enemy, from the point of view of the scheduled running of a service, is bad visibility—such conditions, I mean, as are represented by mist and fog. It is to combat such weather and to enable our pilots to fly not only regularly but also safely through it, that we are now concentrating the energies of our technical and scientific staffs."

FRENCH PREMIUM BONDS.
It was announced on the London Stock Exchange recently, that "in consequence of the opinion of the Law Officers of the Crown that dealings in Premium Bonds are illegal under the Lotteries Act, 1823, the permission given by the Committee for General Purposes on December 8 for dealings in the 8,000,000 French Five per Cent. Premium Bonds of 500 francs each is cancelled." This announcement caused considerable commotion on the Stock Exchange, for it had been arranged that dealings should have begun at once.

NEW ADVERTISEMENTS.

THEATRE ROYAL.

HONGKONG.

UNITED SERVICES VARIETY CONCERT PARTY.

A GRAND CONCERT
in Aid of the Widow of the late Warder Speed.

Under the distinguished Patronage of
H. E. The Governor Sir R. E. STUBBS, K.C.M.G.
The Admiral Sir A. M. DUFF, K.C.B.
Major General F. VENTRIS, C.B.
Hon. Dr. CLAUD SEVERN, C.M.G.
Hon. Mr. E. D. C. WOLFE.

Will be held on

SATURDAY, FEBRUARY 21, 1920.

at 9 p.m. sharp.

Prices \$3, \$2 & \$1. Booking at MOUTRIE'S.

WANTED.

WANTED:—An Insurance man for Fire Loss Adjuster's Office in Shanghai, one with home experience preferred good prospects for the right man. Communications treated as strictly confidential.

Apply stating experience and salary expected.

To L. MOORE & CO., LTD.

Fire Loss Adjusters.
Shanghai.

FOUND.

FOUND:—Puppy dog followed advertiser Tuesday evening from Statue Square. Owner apply with description 3 Peak Road. Telephone 833.

WANTED.

SHORTHAND:—Evening classes in Pitman's shorthand for young ladies will commence on March 2, at St. Mary's School, Kowloon. For particulars apply to the Sister in Charge.

NOTICE.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE:—is hereby given that all FIRE INSURANCE Offices will be closed for the Transaction of Public Business on Wednesday, Thursday, Friday, and Saturday, the 11th, 12th, 13th and 14th instant, from 11.45 a.m.

By Order,

LOWE, BINGHAM & MATTHEWS.
Secretaries.
Hongkong, 10th February, 1920.

NOTICE.

The chartered S.S. "Bangkok" will take cargo for Calcutta and will sail direct for above mentioned Port on or about the 14th inst. For further particulars, please apply to:—

R. RODENFUSER,
Acting Agent—

Messageries Maritimes Co.,
Queen's Building.
Hongkong, 9th February, 1920

NOTICE.

The offices and stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Thursday the 12th instant, and on Friday to Monday the 20th to 23rd instant inclusive.

T. D. MOORHEAD,
Commissioner of Chinese Customs,
Kowloon and District.
York Buildings,
Hongkong, 10th February, 1920.

HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on Saturday the 28th day of February 1920, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December 1919.

The Register of Shares of the Corporation will be closed from Monday the 16th February, to Saturday 28th February 1920, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of

Directors,

N. J. STABB,

Chief Manager.
Hongkong, 10th February, 1920.

NOTICE.

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that owing to the death of Mr. B. D. KAPTEYN the undersigned Ponies entered in his name to run at the forthcoming Race Meeting have been sold by Public Auction and will run in the interest and colours of the purchasers as follows:—
Louza Mr. G. C. MOXON
"Black Yellow Hoops & Cap"
Sinza Mr. JOHN PEEL
"Dark Blue, Silver Braid"
Spotted Sand Mr. SOARES
"Old Gold, Dark Green Hoops"
Runaway Light Mr. T. F. HOUGH

"Dark Blue, Primrose Hoops"
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, February 6th, 1920.

NOTICE.

A. S. WATSON & CO., LTD

RACE DAYS.

On the 11th, 12th, 13th and 14th instant, all Departments will be open for business until 1 p.m. only.

A. S. WATSON & CO., LTD.
Hongkong, 10th February, 1920.

NOTICE.

HONGKONG BOXING ASSOCIATION.

President:—His Excellency Sir R. E. Stubbs, K.C.M.G., Governor.
Chairman:—His Honour Sir William Rees Davies, K.C., Chief Justice.

THIRD TOURNAMENT.

At "The Ring" Volunteer Headquarters Parade Ground (adjoining Lower Peak Tram Station). Specially constructed Matshed capable of holding 2,000.
SATURDAY, February 14th, 1920, at 9.15 p.m.

- 15 Round Contest for the Middleweight Championship of the Colony and the Hongkong Daily Press Belt.
Between Pte. J. H. Mason, R.M.L.L. H.M.S. Hawkins and C.E.R.A. Lee, H.M.S. Ambrose
- 10 Round Middleweight Contest.
Between "Peggy" Evans, H.M.S. Hawkins (ex-Middleweight Champion of the Mediterranean Station) and Seaman Hewitt, H.M.S. Alacrity.
- 6 Round Contest for the Amateur Lightweight Championship of the Colony.
Between Young Maher, ex-Driver R.G.A. (Holder) and Sergt. Ward, R.N.Y.P. (Challenger).
- 6 Round Middleweight Contest.
Between E. R. A. Sergeant, H.M.S. Ambrose and Seaman Willoughby, H.M.S. Hawkins.
- 6 Round Lightweight Contest.
Between Ship's Cook North, H.M.S. Carlisle and Corporal Cook, R.M.L.L. H.M.S. Hawkins.
- 6 Round Lightweight Contest.
Between Seaman Webb, H.M.S. Ambrose and Seaman Deconhart, H.M.S. Hawkins.

Prices:—Reserved, \$5 (Ringside raised seats) and \$3 (Ringside Ground level seats).
Unreserved, \$1.
NO HALF-PRICE SEATS.

DOORS OPEN AT 8.30 P.M.

BOOKING AT MOUTRIE'S as follows:—
WEDNESDAY, February 11th, Members (and their Guests) of the Hongkong Boxing Association only.
THURSDAY TO SATURDAY, February 12th to 14th, General Booking.
CASH BOOKING ONLY.

Referees:—Messrs. H. J. Gedge (Official Referee), W. Logan, A. Murdoch and Major Rapson, D.S.O.

G. G. N. TINSON, J. C. WILDIN,
Hon. Secretary. Manager.

NOTICE.

HONGKONG STOCK EXCHANGE.

The Exchange will be closed for business on Wednesday, Thursday, Friday and Saturday the 11th, 12th, 13th and 14th inst. By Order of the Committee,
W. LOGAN,
Secretary.
Hongkong, 9th February, 1920.

NOTICE.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE is hereby given that all MARINE INSURANCE Offices will be closed for the Transaction of Public Business on Wednesday, Thursday, Friday, and Saturday, the 11th, 12th, 13th and 14th instant, from 11.45 a.m.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries.
Hongkong, 10th February, 1920.

NOTICE.

HONGKONG JOCKEY CLUB.

RACE MEETING 1920.

WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, FEBRUARY 11TH, 12TH, 13TH and 14TH.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. Kelly & Walsh, Limited, or at the Gate. Price \$12 or \$4 for each day for the Meeting.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 7th February, 1920.

HONGKONG JOCKEY CLUB.

No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Days WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 7th February, 1920.

NOTICE.

REPULSE BAY HOTEL.

RACE WEEK.

DINNER DANCES WILL BE HELD ON THE FOLLOWING EVENINGS:—
Wednesday, 11th, February
Thursday, 12th, February
Friday, 13th, February
Saturday, 14th, February
SPECIAL TABLE D'HOTE MENU

AT \$3.00 PER HEAD.
Bookings can be made at the Hongkong Hotel Main Office or direct with Repulse Bay, Telephone No. 881.

SUNDAY, 15th February.

ORCHESTRAL CONCERTS will be held during Tiffin and Afternoon Tea.

NOTICE.

RACE HOLIDAYS.

The Exchange Banks will be closed for the transaction of EXCHANGE BUSINESS on Wednesday, Thursday & Friday, the 11th, 12th and 13th instant at 11.15 a.m.
Hongkong, 7th February, 1920.

NOTICE.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE is hereby given that the Ordinary Annual General Meeting of Shareholders in this Company will be held at the Hongkong Hotel, Hongkong, on Wednesday, the 18th February, 1920, at noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1919.

The TRANSFER BOOKS of the Company will be closed from the 11th February to the 21st February (both days inclusive), during which period no transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON
General Managers,
Hongkong, 3rd February, 1920.

SON TO LADY PATRICIA RAMSAY.

Lady Patricia Ramsay gave birth to a son at Clarence House recently. Lady Patricia Ramsay, formerly Princess Patricia of Connaught, married Captain the Hon. Alexander Robert Maule Ramsay, D.S.O., R.N., last February.

MUSTARD & CO.

HERRING-HALL-MARVIN SAFE

THE STANDARD SAFE OF AMERICA.

TEL. NO. 1186.

NOTICES.



Buy a **NEW** Pair of Boots
for the **NEW** Season.

THE Season's Bargain

SINCERE'S

THEATRE ROYAL

LORD DUNSANY'S

"THE GODS OF THE MOUNTAIN"
"THE TENTS OF THE ARABS"

to be presented by
THE STUDENTS OF THE HONGKONG UNIVERSITY UNION

"THEATRE ROYAL"

FEBRUARY, 13th and 14th at 9.30 p.m.

under the Distinguished Patronage

H. E. The Governor

H. E. Major General Ventris

H. E. The Commodore

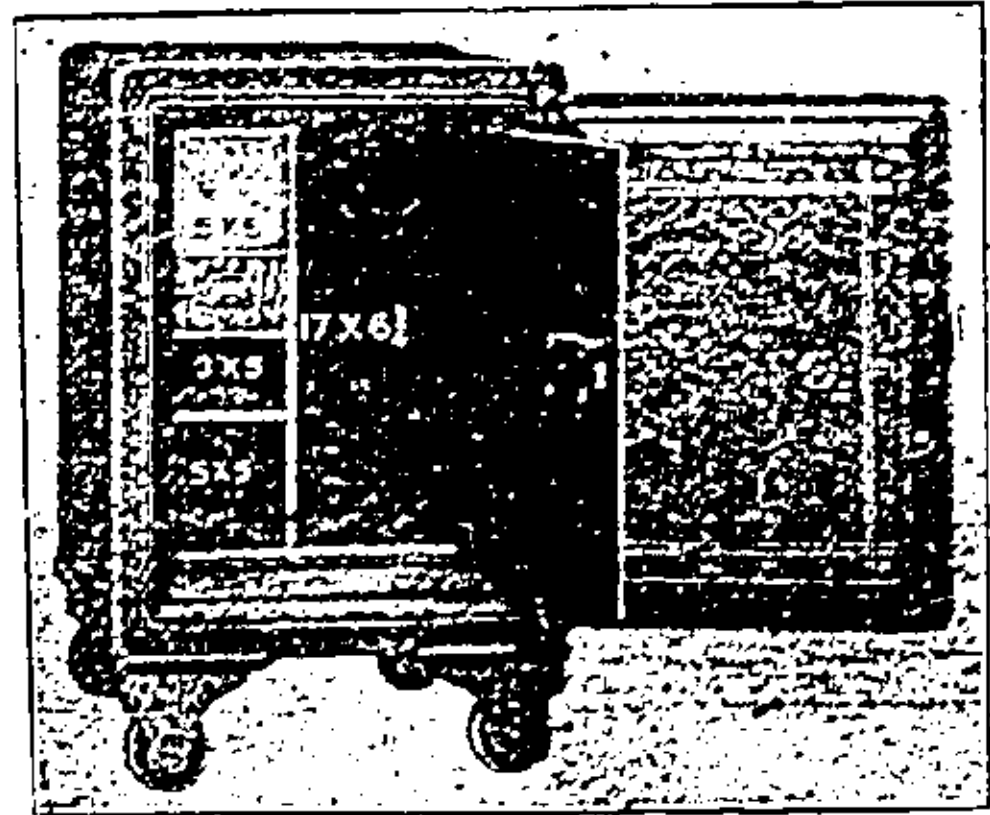
MATINEE

5.30 p.m. on February 18th

Children - half price.

Booking at MOUTRIE'S commencing February 2nd.

PRICES AS USUAL.



Defy Burglars and protect your valuables

Stock Just Arrived

Sole Agents.

UNION ENGINEERING CO. LTD.

13 Chater Road

CONSIGNEES.

THE NORWEGIAN, AFRICA
& AUSTRALIA LINE.

NOTICE TO CONSIGNEES.

From SCANDINAVIA
The Steamer "TYSLA"

having arrived from the above ports on the 10th February, 1920, consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY.

Goods not cleared by the 17th February, 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 16th February 1920 at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
MESSRS. THORESEN & CO.,
Agents.

Hongkong, 10th February, 1920.

COMMERCIAL NEWS.

INDIAN AERIAL POST.

The Bombay-Karachi aerial postal service is now in operation. The de Havilland machines in use carry three passengers and 1,000 lb. of mail or other baggage. Mails are delivered in Karachi on the day of their arrival at Bombay, and outward mails are despatched on the day steamers are due to leave.

BRITISH AND JAPANESE TRADE TO SHANGHAI.

The import from Japan of the various lines scheduled shows that the Foochow incident has, as anticipated, given fresh impetus to the boycott of Japanese goods. With two exceptions, viz., umbrellas which show an increase on November figures of 18,000 pieces and paper of 4,000 piculs, all other items have shown marked decrease. Piece-goods are less by 40,000 pieces; gunnies 360,000 pieces; yarn 1,000 piculs; matches 24,000 gross; clothing 17,000 dozen; cotton and wool fabrics 90,000 yards; metals 2,500 piculs; and machinery none received.

On the other hand British business has come into its own again. In comparison with the month of November the increases are as follows: Piece goods by 400,000 pieces; cotton and wool fabrics 500,000 yards; clothing 17,000 dozen; metals 3,500 piculs; and machinery, Hk. Tls. 60,000.

In regard to piece goods, cotton and wool fabrics and metals, the items show a slight increase over those for the month of May, 1914. The amount of shipping entered and cleared for the year ended December 31, 1919, was tons 18,455,000. As compared with the record year of 1919 this figure is less by just on 1,000,000 tons. For 1913, the British share was 40 per cent. and Japanese 20 per cent. December, 1918, was a record month - the tonnage being 1,920,000 tons - the percentage for which were British 33 per cent. Japanese 28 per cent. Chinese 17 per cent. and all others 16 per cent. For the quarter ended 31.12.19 the total was 5,388,000 tons and if this average is kept up and it is only reasonable to suppose it will - the year 1920 will beat all past shipping records.

TIDE TABLE.

9th to 15th Feb. 1920.

Day	High Water	Low Water	Day	High Water	Low Water
Mean Time	Mean Time	Mean Time	Mean Time	Mean Time	Mean Time
Mon. 9	1.24	5.8	Mon. 15	1.18	5.7
Tue. 10	1.7	5.5	Tue. 16	1.12	5.4
Wed. 11	2.14	5.2	Wed. 17	1.06	5.1
Thur. 12	2.6	4.9	Thur. 18	1.0	4.8
Fri. 13	3.06	4.6	Fri. 19	1.0	4.8
Sat. 14	3.54	4.3	Sat. 20	1.0	4.8
Sun. 15	4.0	4.0	Sun. 21	1.0	4.8

in P.M. 1.20 p.m. after noon.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"ICONIUM."

having arrived from Seattle via ports, on February 8th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on February 13th by the company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Feb. 15th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

U.S. SHIPPING BOARD

EMERGENCY FLEET
CORPORATION.

PACIFIC STEAMSHIP CO.
Operating Agents

5th floor, Hotel Mansions.

Hongkong, 7th February, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
Steamer.

"CYCLOPS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 9th February.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th Feb. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 29th February, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th February, 1920.

NOW READY.

1920

HONGKONG DIRECTORY,
DIARY AND BLOTTER

PRICE ... \$3.00

FROM

SOUTH CHINA MORNING POST, LTD.

3, Wyndham Street.

Tel. 440.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
From EUROPE AND STRAITS.
The Company's Steamship

"TAJIMA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON TO-DAY.

Goods not cleared by the 16th February, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 9th February, 1920.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "KOREA MARU."

From SAN FRANCISCO via

HONOLULU, JAPAN PORTS

& MANILA.

From SOUTH AMERICAN

PORTS via SAN FRANCISCO,

HONOLULU, & JAPAN PORTS.

The above named Steamer

having arrived Tuesday, 10th

February, 1920, Consignees of

cargo are hereby notified

to present their Bills of

Lading for countersignature, and

take immediate delivery from

alongside steamer or the Com-

pany's Godown, where all cargo

impeding immediate discharge

will be landed at consignees' risk.

Storage will be assessed on

cargo remaining undelivered after

Tuesday, 17th February 1920.

All broken, chafed and damaged

packages will be landed into the

Company's Godowns, where same

will be examined on Tuesday,

17th February, 1920 at 11 a.m.

No Claims will be recognised

after the goods have left the

steamer or Godown, and none will

be entertained if presented later

than three weeks after arrival of

steamer.

No Fire Insurance whatever,

will be effected.

T. DAIGO,

Manager.

Hongkong, 10th February, 1920.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA

The Motorship

"CHILE"

having arrived from the above ports on the 10th February, 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY.

Goods not cleared by the 17th February, 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 16th February, 1920 at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
MESSRS. THORESEN & CO.,
Agents.

Hongkong, 10th February, 1920.

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

The Steamship

"BENLEDI"

From MIDDLESBRO, LONDON

& STRAITS.

Consignees of Cargo are hereby

informed that all Goods are being

landed at their risk into the

hazardous and/or extra hazardous

Godowns of the Hongkong and

Kowloon Wharf and Godown Co.,

Ltd., whence and/or from the

wharves delivery may be

obtained.

No Claims will be admitted

after the Goods have left the Go-

downs, and all Goods remaining

undelivered after the 12th inst.

will be subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 19th

instant, or they will not be

recognised.

All broken, chafed and dam-

aged Goods are to be left in the

Godowns, where they will be

examined on the 12th inst. at

10 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 5th February.

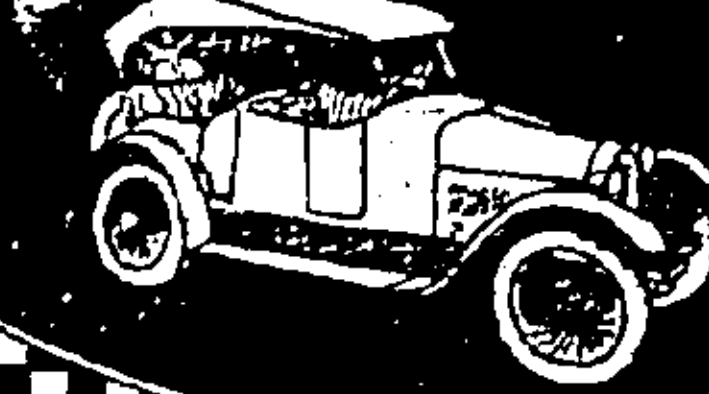
FRECKLES AND HIS FRIENDS

The Poor Man!

BY BLOSSER.



THE MERCURY GARAGE CO.



AT YOUR SERVICE
QUALITY

Promptness Moderate Price

Your reputation has been built up on the above three essentials and we are constantly watching for improvement in order to keep up good services to our Patrons.

Add. 59 & 61 Des Vaux Road.

Tel. 977

HER PAGE

CHARMING EVENING GOWNS.



Above are some of the most charming gowns for evening wear. The sketch on the left shows a tulle skirt trimmed with tulle roses. The lace bodice of this dress is of velvet. The dress on the right is of Georgette with a lace bodice, the bodice being made of ribbons and tulle.

Designs of the Moment.

Parisienne taste in decoration, as in clothes, is vivid and magnificent. Cushions are marvels of colour and design: every kind of splendid brocade is used to make them, black and silver, black and gold, purple, green, blue, with silver and gold trimmings, fur on velvet, fur alone, and an infinity of clever and curious designs. The effect which they give to sitting-rooms is like that which dresses give to ball-rooms. Curtains, crotches, chair-covers, are all designed with richness of tone; and just as the simply-dressed girl is now old-fashioned, so is the drawing-room of muslin and water colours.

But if rich materials have come in, wide hip draperies have had their day. Women prefer to look slim, and dresses, though still draped, are not unbearably over-weighted. Skirts are cut on the straight and slightly drawn in at the bottom. If tailor-made, they have a coat long enough to reach nearly to the edge; if they are meant for the afternoon, they may have a tunic or show a quite straight line. The width of some of the latest skirt models is over a metre perhaps a yard and a half, not more. Long skirts are impossible with this width, and, short as they are, it is necessary sometimes to slit them, either at the side or behind, to allow for walking. The over-bold show the leg under the opening, the less daring have a panel let in of whatever material happens to be the trimming of the dress or costume. The slit skirt has been general in evening dresses for some time, but it is only now becoming general in morning and visiting dresses. The slim divided skirt is another recent model. The division is cleverly disguised under a straight panel behind and in front. This skirt allows of greater length, and when well made has nothing masculine or shocking about it. The classic navy serge allied to black satin, is much used in the latest tailor-mades, although the love of vivid colours in striped woollen cloths of heavy make is by no means dead.

EVENING GOWNS.

One of the newest ideas is the flounced dress made of taffetas, with each flounce bordered with an inch-wide pleating of orphee muslin. A model of this order was carried out in black taffetas and leaf-green orphee. The corsage made entirely of the latter, with jetted shoulder straps and a large jet flower at the waist. Another dress of the same kind was made of shell-pink taffetas with tiny frills of pleated black orphee muslin bordering the five flounces and a cross-over corsage—cut in a deep V back and front—of black muslin. This frock had a wide sash of black velvet ribbon, and thrust into the waist folds was a quaint cluster of small purple plums and jetted berries.

The classic outline is slowly creeping into favour: one of the most important and influential dressmakers in Paris recently said that we were going to be "very Greek this spring," and there are signs of this revival on all sides. It is undoubtedly so that exaggerated pannier dresses have failed to "catch on"; they are worn in Paris, but only for special occasions—ceremonious dinner parties or receptions, for instance. The average woman fights shy of this style of dress, and with good reason it is very trying.

"Classic draperies" seen were achieved with a plain full skirt, which was made quite long and then caught up below the hips, by ribbon or beaded girdle. This gives a pannier outline which is exceedingly becoming to a slender girl. Just to show to what very attractive depths a back may go, Chanel drops a brilliant jade coloured gown of crepe de Chine all the way to the waist. Then over it all, she casts a coat, a sleeveless evening affair of ermine elaborately traced in silver thread. In front, a square-necked bodice of the crepe de Chine emerges gracefully from beneath the lace coat which falls back and is draped softly at one side under a large rosette and loops that are made of green crepe de Chine.

THE WAIST LINE.

The waist line is much discussed. There is a marked inclination to emphasize the waist in almost all dresses and coats. Some place the line high, some low, some where it was in the days of tight lacing. But there is no tight lacing to-day, and the long, boned corse is not worn. But the line of the waist is clearly defined in many of the newest models. The long coats show it, tunic also, the bodice cut like a fichu, the blouse cut to the waist and finished off with a draped sash. All styles tend towards slimmness of the waist and hips, but none compresses the figure uncomfortably. The placing of the waist line depends entirely on the individual figure. Some women look better with a high waist, others with a low one, and some with scarcely any line at all. The main rule to observe is to choose the line which gives a slim and supple contour.

Some charming little blouses seen recently are in bright-toned crepe georgette, tunic in form, but short rather than long, with kimono shoulders, rounded open necks, loose belts of the same material adjusted so as to keep the slight fullness in front and behind instead of on the hips, as was the fashion some little time ago. These blouses are lightly embroidered in silk or beads down the front, and they may have long or short sleeves. If long, the sleeves must be tight-fitting. Another blouse model, worn with a tailor-made skirt, is made in some bright Persian silk like the lining of the coat; it reaches to the waist, and is just a cross-over with a bow at the side. The loose tunic blouse should look loose without looking clumsy.

A MEDLEY IN BROWN.

She had a rust-red beret, tan gauntlet gloves, chocolate-coloured stockings, and another shade in brown for her shoes. Obviously all these things had been bought at separate times without any reference to each other. A little thought would have made a world of difference.

THE MODERN GIRL.

DENOUNCED BY FATHER VAUGHAN.

"To-day's fashions are bizarre, distorted and ridiculous," declared Father Bernard Vaughan in an interview recently.

"When I ask myself what is inspiring the tendency to nudity in women's modern costume," he said, "my answer is it cannot be a rightful desire to promote the health of our debutantes, because to-day's want of clothes is savagely exposing them to consumption and its kindred ailments not by hundreds, but thousands."

"Our girls, who ought to live to a ripe old age, droop, drop and die like flowers unfed by warmth and sunshine. Improperly fed and immodestly dressed, they defy all the laws of hygiene, and down they go."

"Never did fashions so grievously militate against the canons of good taste and the laws of symmetry. I feel quite sure that studied immodesty on the part of girls defeats its own ends."

THE CHURCH'S ATTITUDE.

The Church of Rome (say the Times) is doing its utmost to bring women to see the folly of wearing what some of the clergy call indecent fashions. More than one sermon has been preached against short skirts and low necks, and there are certain churches into which women may not go wearing such indiscretions. Reasonable women who are still worldly enough to like to be well dressed are also protesting against exaggerations of fashion, and the dressmakers all declare that they are not encouraging their customers to wear things which attract criticism. It is more than probable, therefore, that we shall see quieter fashions in the spring.

DRESS INSTINCT.

MAKING THE MOST OF ONESELF.

It is by no means only the masculine type of woman, professing no interest in clothes, against whom the accusation of not making the most of herself can be brought. Many women who confess they "love dress" fail to do justice to the expensive clothes they buy. A little carelessness or want of taste is sometimes responsible, or, again, an insufficient use of mirrors and inadequate study of "one's own face and figure." A woman with a long face will wear drop earrings which, dangling down the side of her face, serve to accentuate its lack of roundness, instead of enhancing the beauty of her features. The woman with a retroussé nose will wear a hat with an upturned brim—because it may be fashionable—or with some flying feather that gives "one the idea she has tried to help her nose on its upward path!"

Fashion herself, when blindly followed, prevents many women from looking their best. How often does one see a girl almost disfigured by one of the fashionable embroidered veils when a grotesque figure in the design covers one eye or part of her nose, so that a mere man might be pardoned for thinking, after a first glance, that the girl had been the victim of a boxing bout.

Every woman should study the art of putting on a hat, for ignorance of this art is one of the chief reasons for an unattractive appearance. Over and over again one sees women, nicely dressed, wearing their hats on the back of the head instead of, as the designers intended, pulling them well on to the head so as to shade the eyes.

There is no doubt that the sense of dress can be cultivated to a certain extent. Observation helps a lot, and if one is willing to ask a clever friend's advice so much the better. Asking advice constantly involves a display of ignorance, but any girl should be sensible enough to bottle her pride, if by so doing she can acquire the knack of dressing to look her best.

JOTTINGS.

LONG-LIVED COLOURS.

Fashion is commonly supposed to be fickle, but she really has shown remarkable faithfulness to her favourite colours, lemon and jade. Rust-red is used a great deal for heavier day wear, but for evening dresses and semi-evening wear the first two decidedly hold their own in spite of having had a longer run than any other colours one can remember.

COSTLY TOILET SILVER.

It seemed to be the ambition of every girl at one time to possess a set of silver backed brushes. If the rising generation has similar aspirations it is likely to find it an expensive hobby, for the price seems to get a little higher each week. A man's brush now costs four pounds, while a very ordinary design in the feminine variety is as much as five pounds. To equip a toilet table with silver is a job for a plutocrat.

A NEW CURIOSITY.

Ladies cigarette cases are becoming so elaborate and of such wonderful workmanship, that when fashion has left them high and dry, collectors will surely turn their attention to them just as they do to snuff boxes now. Ivory inlaid with gold, jade, onyx, lapis lazuli, crystal, and tourmalines, by no means exhaust the list. They are beautifully jewelled with diamonds, and all coloured precious stones, and are certainly more suitable for the collector's cabinet than everyday use.

THE PLAITED TOQUE.

If you are skilful at elaborate plaiting you may make yourself the most alluring of headgear by cutting out from thickish cloth long strips of about an eighth of an inch in width and firmly plaiting these together till sufficient is achieved to cover a beret. Strips of putty, purple, jade, lemon yellow and delphinium blue combine to make the most charming world, but you may, if you like, confine yourself of couple of tones, orange and grey, for instance.

BEAUTIES OF ALL NATIONS.

II: THE BELGIAN TYPE.



Madame Barnard is a typical Belgian beauty of the wealthy classes. She is somewhat akin to her French neighbours in general type, with dark hair and eyes, and pale, creamy skin. In physique she is tall and strong, though, of course, as in other lands, the petite type is also found in Belgium. The women of the middle classes are noted for their daintiness of person, tidiness in dress, and good taste. They abhor cheap finery and find a real charm in that exquisite neatness which is known in other countries as "good grooming."

TWO USEFUL FROCKS.



On the left is seen one of the newest blue serge models in smart severity, with the new long-waisted blouse, a simply tucked skirt and a scarf, collar which develops into long loops that swing gracefully with every step.



The gown sketched on the right has a girle ending in a long sash at the side, of military braid. Other trimmings are confined to side pieces of black net in which gold threads are interwoven. The straight loose lines of such a gown give the suggestion of youth which makes it a favourite.

LADY ASTOR, M.P.

IMPRESSIONS OF A WEEK IN PARLIAMENT.

Viscountess Astor, M.P., gave her first description of her impressions as a Member of Parliament when acknowledging a gift from the Plymouth-Beaconsfield Habitation of the Primrose League recently.

"I have been daily to the House of Commons since elected," said Lady Astor, "and what is far more, I have sat there silent. I have disappointed all my enemies by not jumping up and down and asking questions and making a proper nuisance of myself. But I have only behaved the way I hope and think that every ordinary woman and man should behave. I want first to sit there and see what the House is like. Then there is another thing—Members must see what I am like."

"You want me to say what I think of the House of Commons. That would be an extraordinary stupid thing for anybody to say who had been there only a week. I do say, quite frankly I am most grateful to all the members for the very cordial reception they gave me. On the whole the honourable members were cordial. Some still refuse to adopt me; but even some of those veterans are showing signs of thawing. The other day I actually saw one of them smile. It was a very faint smile, but it was the beginning of the end."

"The House of Commons is full of all sorts of problems, human, material, moral, and spiritual. It is only the man who sees the small things and the mere material side who can get discouraged or bored. I don't think there is any right for people to be bored in the House of Commons. There are enormous things to be done there, and I am enormously impressed with the amount of real work put in at the House."

NOTICES.

THE CIGARETTE FOR THE RACES.



This advertisement is owned by United American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Banks n.	\$500
Marine Insurances.	
Cantons n.	390
North Chinas n.	t. 160
Unions s.	170
Yangtzes n.	260
Far Easterns n.	t. 18
Fire Insurances.	
China Fires n.	138
H. K. Fires n.	300
Shipping.	
Douglases s.	89
H.K. Steamboats s.	21
Indos (Pref.) n.	20
Indos (Def.) n.	205
Shells s.	270
Ferries s.	29
Refineries.	
Sugars n.	201
Malabone s. 47 cum div.	
Mining.	
Kailans s.	140/-
Langkats n.	t. 14
Shanghai Loans n.	t. 14
Shai Explorations n.	t. 14
Raub s.	1
Tronohs b.	40/-
Ural Caspians n.	30/-
Docks, Wharves, Godowns, &c.	
H.K. Wharves b. 80 1/2 ex div.	
K. Docks b. 145 s. 149	
Shai Docks n.	t. 105
N. Engineering b.	t. 28
Lands, Hotels & Buildings.	
Centrals s.	107
H.K. Hotels n.	115
L. Invest. n.	109 1/2
H. phreys Est. n.	71 1/2
K. loc. Lands n.	50
L. Reclamations n.	133
West Points n.	58
Cotton Mills.	
Ewoa n.	t. 460
Kung Yiks n.	t. 46
Lau Kung Mows n.	t. 300
Oriental n.	t. 290
Shai Cottons n.	t. 315
Yangtzepeeps n.	t. 32
Miscellaneous.	
Cements b.	640
China Borneo n.	17
Do. Light old sa. 7 new b. 5	
China Providents n.	770
Dairy Farms b. 20 s. 22	
Electric H.K. n.	88
Electric Macao n.	34
Hongkong Ropes s.	27
Hk. Tramways s.	7
Do. new n.	80 cts.
Steam Laundries b.	31 1/2
Steel Foundries n.	19
Water-boats b. 10 ex div.	
Watsons n.	51 1/2
Wm. Powells b.	12
Wisemans b.	27

Hongkong, Feb. 10, 1920.

Macao—Per CHUNCHOW, 13th Feb. 4.15 p.m.

SATURDAY, 14TH FEBRUARY.

Macao—Per SUI TAI, 15th Feb. 1.15 p.m.

Macao—Per CHUNCHOW, 15th Feb. 4.15 p.m.

Shanghai and North China—Per CHENAN, 14th Feb. 5 p.m.

Swatow and Bangkok—Per KANCHOW, 14th Feb. 5 p.m.

SUNDAY, 15TH FEBRUARY.

Macao—Per SUI AN, 15th Feb. 8.15 a.m.

Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 15th Feb. 9 a.m.

TUESDAY, 17TH FEBRUARY.

Shanghai and North China—Per SHANTUNG, 17th Feb. 11 a.m.

Swatow, Amoy and Foochow—Per QUINNEBAUG, 17th Feb. 11 a.m.

WEDNESDAY, 18TH FEBRUARY.

Philippine Islands, Australia & New Zealand via Sydney—Per AKI MARU, 18th Feb. Reg. 8.45 a.m. Letters 9.30 a.m.

NOTICE.

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AND OTSUKA.

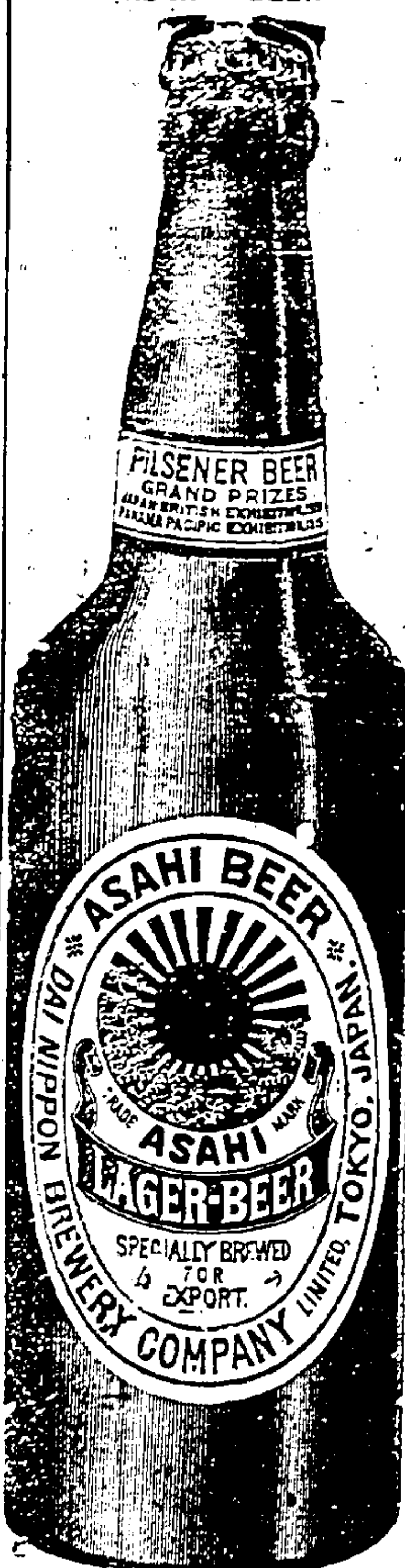
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at 5.15 & 9.15 p.m.PATHE
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BESSIE LOVE

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"A LITTLE SISTER
OF EVERYBODY."

M. POINCARÉ'S VISIT TO LONDON.

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EXCHANGE.

SELLING.

T/T	6 1/2
Demand	6 3/4
30 d/s	6 1/2
60 d/s	6 1/4
4 m/s	6 1/4
T/T Shanghai	Nom.
T/T Singapore	258 1/2
T/T Japan	210
T/T India	219
Demand, India	219
T/T San Francisco	99
& New York	
T/T Java	269
T/T Marks	Nom.
T/T France	14.75
Demand, Paris	—

BUYING.

4 m/s. L/C	6 2/4
4 m/s. D/P	6 3/4
6 m/s. L/C	6 3/4
30 d/s. Sydney and Melbourne	6 3/4
30 d/s. San Francisco & New York	100 1/4
4 m/s. Marks	Nom.
4 m/s. France	15.25
6 m/s. France	15.40
Demand, Germany	29 1/4
Demand, New York	219 Nom.
T/T Bombay	219 Nom.
Demand, Bombay	219 Nom.
T/T Calcutta	201 1/4
Demand, Calcutta	258 1/2
Demand, Manila	Nom.
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	3.25 Nom.
Gold leaf per Tael	30.40
Bar Silver, ready forward	88 1/4

SUBSIDIARY COINS.

DISCOUNT PER \$100:

Hkong, 50 cent pieces	\$17 pm.
" 10 "	\$15 pm.
" 5 "	\$70 pm.
Canton coins	\$4 1/4 pm.

SHIPPING.

VESSELS ARRIVED.

The TELEMACHUS, from Saigon brought here yesterday 2,000 tons of general cargo.—Mooring, B 11.

The PEMBROKESHIRE, under the agency of Messrs. Jardine's, a Royal Mail Steam Packet boat, came from London yesterday with 3,000 tons of merchandise for Hongkong.

From Seattle the WEST JENA, a U. S. Shipping Board vessel, consigned to Messrs. Struthers and Dixon, brought 600 tons of steel.

The CHILE DAN, from Copenhagen arrived yesterday from Copenhagen via Singapore with 7,500 tons of general cargo.—Mooring, Kowloon Wharf.

From Christiania the Norwegian vessel TYOLA, brought yesterday 3,289 tons of through and 600 tons of direct cargo.—Mooring, Kowloon Wharf.

Five hundred tons of coal were consigned by the Chinese-owned HOK CANTON, from Hongay.

The KOREA MARU, brought 601 tons of general cargo from San Francisco for Hongkong. She is a T. K. K. boat. She experienced heavy monsoon. She carried 122 first, 41 second and 230 third-class passengers.—Mooring A 4.

The N. Y. K.'s KASHIMA M. arrived to-day from Seattle with 604 tons of matches, milk and sugar for Hongkong.—Mooring Kowloon Wharf.

Over six thousand tons of bean oil, hardened oil, tobacco leaf, canned goods and cotton goods arrived by the TOYAMA MARU from Yokohama.—Mooring A 21.

POST OFFICE.

The insured parcel post service to the province of Szechuen is suspended until further notice.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per KASHIMA M., 11th Feb.
Shanghai—Per KWANGSE, 11th Feb.
Shanghai—Per TEAN, 11th Feb.
Manila—Per LAKE FIELDING, 12th Feb.
Shanghai—Per SOMALI, 13th Feb.
Straits—Per ARRATOON AP-CAR, 15th Feb.

OUTWARD MAILS.

TO-MORROW.

Macao—Per SUI TAI, 12th Feb. 8.15 a.m.
Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 12th Feb. 9 a.m.
Shanghai and North China—Per SUNNING, 12th Feb. 9 a.m.
Java & Port Moresby via Batavia—Per TJJONDARI, 12th Feb. 11 a.m.
Saigon—Per PROSPER, 12th Feb. noon.
Macao—Per CHUNCHOW, 12th Feb. 4.15 p.m.

FRIDAY, 13TH FEBRUARY.

Macao—Per SUI AN, 13th Feb. 8.15 a.m.
Straits, Bangkok, Ceylon, Mauritius, S. Africa, India via Dhanushkodi, L. Marques, Egypt and EUROPE VIA MARSEILLES—Per SOMALI, 13th Feb. Reg. 9.45 a.m. Letters 10.30 a.m.
Swatow, Amoy & Foochow—Per HAICHING, 13th Feb. noon.
Philippine Islands—Per YUEN-SANG, 13th Feb. 2 p.m.